

1913

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APRIL

NO. 41



K.C.

MENA, POLK COUNTY, ARKANSAS

The Ozark Mountain Region, in which Polk County is situated, affords the best locations for ideal rural homes.

Here the general farmer can most profitably produce corn, oats, wheat, cotton, alfalfa, clover, broom corn, millet and all forage plants used in raising livestock and poultry.

Here the Fruit and Truck Grower has everything in his favor. Winter apples and peaches succeed here when they fail in other localities, and these, together with pears, plums, cherries, grapes, strawberries, blackberries, cantaloupes, melons, potatoes, tomatoes, onions and commercial truck crops generally, yield splendid financial results. Large shipments are made from Mena, Hatfield, Cove, Vandervoort, Wickes and Granniss, towns on the railway in this county.

Here the stock raiser has in his favor a mild climate, excellent natural pasturage, a long growing season for the cheap production of forage and a short, quick transport to market. No better country anywhere for raising horses and mules, cattle, hogs, sheep, goats and poultry.

Good lands, unimproved, can be had in many localities moderately convenient to transportation for ten dollars per acre and improvements cost less here than one-third of what they do in an old settled country. Lumber is cheap and fuel can generally be had for the hauling.

Mena, Ark., the county seat, has 5,000 inhabitants and is an excellent business point. It has an abundance of raw material for furniture factories, cooperage, box, crate and woodenware factories; for slate products of all kinds; brick manufacture; cotton seed oil and fertilizer factory; fruit canning, preserving, and pickling works; creamery, cheese factory and other enterprises. Owing to the rapid settlement of the adjacent country there are also good openings in commercial and professional lines.

The greatest attraction of Mena and Polk County for the health seeker is its splendid summer and winter climate. There is no hot, sultry summer or grim, cold winter in this region, but instead, a cool bracing temperature in a pure undefiled atmosphere. Pure, soft water is found everywhere and excellent medicinal springs abound in many places. The altitudes of the City of Mena vary from 1200 to 1600 feet.

Visitors may be accommodated in three good hotels and can also find accommodations with private families.

The Mena Land and Improvement Company has in Mena some fifty or more cottages and more pretentious buildings which it will rent or sell to those who may desire to locate at Mena, or who may desire to spend their summer or winter vacations there. Descriptions will be furnished on application to

Mena Land & Improvement Co.

W. C. B. ALLEN, Manager

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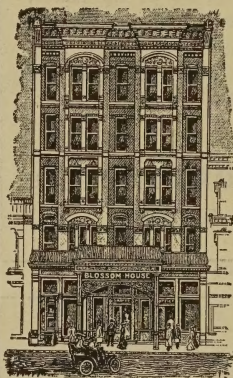
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Take a vacation trip to
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According to Your Home Conditions

Or is it one that tells you how to farm in foreign fields ?



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"The National Farm Magazine"

Is the recognized farm authority among prosperous
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It is the "Only One" of all farm papers
published in the central states **THAT
GIVES YOU THE NECESSARY IN-
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PROFITABLY.**

Every Rural Home Dweller, whether he farms one acre or a thousand acres, or whether he grows a few fruit trees, or raises a few fowls, milch cows, hogs or many, should read **The Fruit Grower and Farmer.**

Every issue of **The Fruit Grower and Farmer** gives you articles of the most practical nature, all of which are written exclusively for **The Fruit Grower and Farmer** by men of long years of experience in fruit growing and farming,—they are practical farmers themselves;—men who live on and experimented their own farms;—men who have given up a whole life time to the industry.

Over 100,000 prosperous farmers and fruit growers read **The Fruit Grower and Farmer** month after month, year after year; they swear by it. It has been their guide. If you are in the field for a fruit and farm magazine, send in your subscription order now. The subscription price of **The Fruit Grower and Farmer** is \$1.00 a year, 50c for six months, or 35c for three months.

SEND FOR A SAMPLE COPY TODAY

AS A SPECIAL INDUCEMENT with your subscription for one year at \$1.00, we will send you, absolutely free of cost, your choice of a copy of "The Fruit Grower Guide Book", or "Making Money on Farm Crops." Both these books are extremely practical and contain some 300 pages, well printed and illustrated. Send in your order at once and secure a copy of either of these books free of cost.

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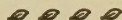
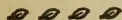
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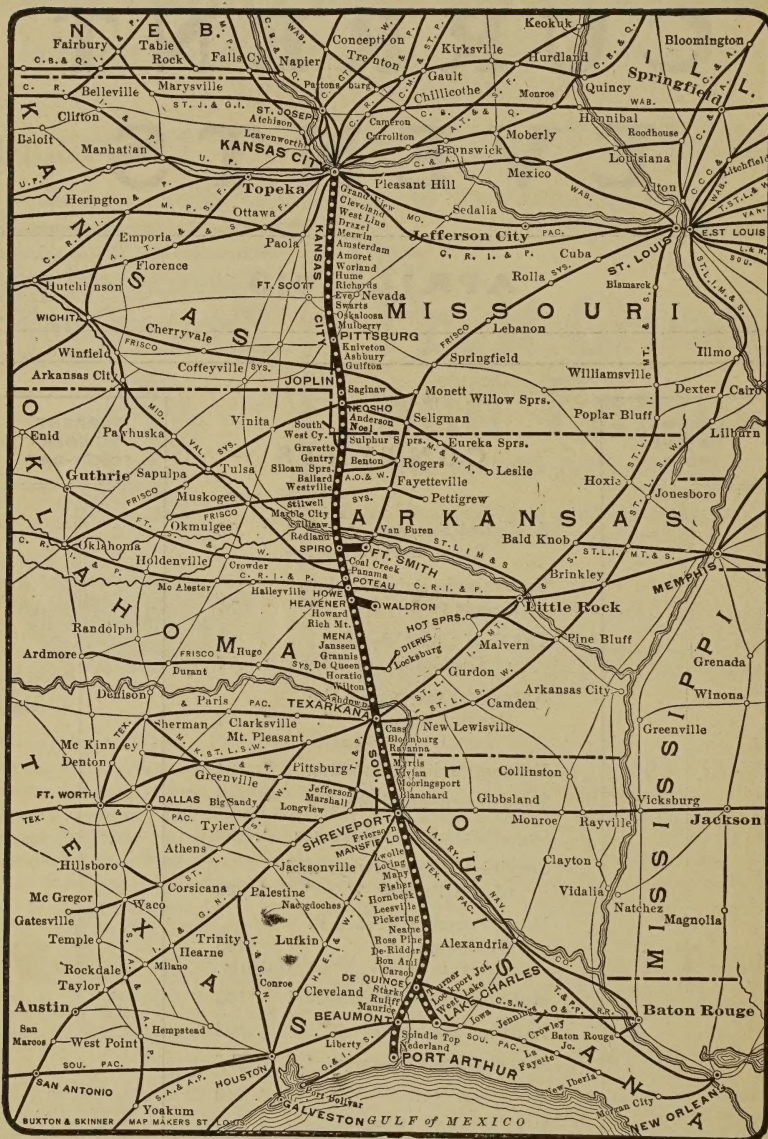
VOLUME
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MAP OF THE KANSAS CITY SOUTHERN RAILWAY.

A Modest Success

Emma Harrington Teel, Mena, Ark.

A factory which would increase the capital stock one thousand per cent in eight years time, besides paying all running expenses and the living expenses of the operators, would surely be called a modest success. That is what our Arkansas farm (factory) did.

Every farm is a factory in a measure, and so we have tried to apply to farming the business principles which we learned in the world of trade, and which would be useful in an up-to-date factory.

Up to eight years ago my husband had been a successful salesman, and I was a teacher and bookkeeper before my marriage.

We did not think that this was as good a preparation for successful farming as would be a course in an agricultural college, but we thought it would help, and we were conceited enough to think that what others had done we could learn to do, although it is a common belief that anybody knows how to farm.

We were virtually driven to the farm. The firm for which the "guid mon" worked went out of business. No other position was open in our home town except one at a salary a little above one-half of what he had been working for. As my health had failed he had given up a good position on the road and, as I was still virtually an invalid, he could not think of leaving me again. The best thing he could do was to take the half salary. We soon found that we could not live on this, much less meet the monthly payments on our little home.

One day a hunt was undertaken, ostensibly to provide quail on toast to tempt the appetite of an invalid wife, but in reality it was a hunt for a farm.

Timidly he told of the little forty acre farm he had seen, not knowing how a girl, who had always lived in town or in a large city, would like farm life. Although I thought I might as well die in the country as in town, the description of the orchard, the possibilities in raising chickens, and the thought of picking berries, some way aroused an interest and enthusiasm beyond expectations.

The result was that we sacrificed the equity in our home for \$200 cash, made a

payment of \$100 on the farm, and with the remainder we bought a team of ponies for \$50, a turning and double-shovel plow and gears. This, with a sick wife and two babies, was the modest stock in trade with which husband went to farming.

With the aid of hired wagons he moved us out to the farm on the first of March. As soon as he had helped clean and whitewash the little log cabin, he crowded our furniture into the living room, shed kitchen and side room, which we used for a store room, but called the "dog house" because that was all it was fit for. As the house was so small, we lived out under the big spreading oaks in the yard when the weather would permit.

Next a garden was planted and fertilizer hauled from the barn in a box on runners. We knew how to plant garden, as we had always raised vegetables on our lot in town. Every spare minute I had I put in at studying bulletins and the agricultural papers, while husband would consult the old settlers and prosperous farmers around about us as to soil and methods. He would tease me about my "book farmin'," but tried those things which appealed to his reason. Thus our faithful study of the two extremes—backwood methods and ultra-scientific taught us that it takes a combination of brain and brawn for successful farming. By getting into the garden as soon as possible, we were preparing to cut down running expenses as quickly as possible, while increasing the efficiency of the work of the factory.

During the first weeks of April the corn ground was ready for planting, and my out-door life and enthusiasm for new interests had so improved my health, that, when no help could be found to drop the corn, I offered my services. After my morning constitutional up and down the corn rows, I did not need quail on toast to tempt my appetite, by any means.

As original capital we also had an old family cow of no particular breed, but a good milker and while in town we had traded her first calf, a male, to the butcher for a half Jersey heifer which was now three years old. Both of these became fresh this spring, and, with a flock each of thoroughbred Plymouth Rock and Brown

Leghorn chickens, were worth about fifty dollars at the then current market price. This made the original invested capital amount to \$250.

We have never sold what we could use on our own table, but as my hens began to lay well and I made quite a little surplus of butter. I looked around for a plan to market what I did not need. A neighbor made daily trips to town with produce. He was given a commission on mine to market it for me. We had no wagon in which to take it to town and the time lost would have amounted to more than the commission we paid. The income from this produce now paid for the staple groceries, while the berry patches, orchard and garden furnished everything else desired for the table. The plant was now self-supporting.

I always like to get my chicks out in March because they will be well grown before the dews in May come and they do not moult in the fall and so make good winter layers. A suffragette or race suicide wave must have struck my hens that spring as so many refused to assume family cares. Then for helping a neighbor to cut and fit some spring sewing, I had been given a little gilt. The mate to it got into my garden and destroyed some cabbage, and so the owner said that I might have it if I would keep it out of mischief. We are now the proud possessors of a start of hogs; but roses do have thorns. The pigs ate up most of the little chickens, ducks and guineas I did get hatched. Thus went my prospects for winter revenue from eggs.

Harvesting time showed that three reasons existed for making a short crop; the principal one was the ignorance of the farmer, the others were the condition of the soil and the season.

We held a council, not of war, but of ways and means. We decided that the only thing to do was to "Trust in the Lord" and keep hustling.

I had been helping the neighbors' children with their studies and in this way the parents learned that I was an old teacher. To my surprise I was asked to teach the winter term of school. I had been out of the school room for ten years and the county examination was only two weeks off. I attended it, full of "Trust in the Lord," but with little in myself. I came home with flying colors and a first grade certificate. So I accepted the little three months' school. A housekeeper could not be procured for love or money, and I

did not know what we would do with her if we did get one, although husband decided that he would take to the "dog house."

If we could find a funny side when traveling over the rough places, we laughed; when there was no funny side, we just shut our teeth and took the bumps. We always go over them all right, at least we did this time. A nearby neighbor agreed to care for the little ones and give them lunch on school days for a small sum and I hired my washing and ironing done. By rising at five o'clock and both of us doing a share, I was ready to mount Nellie, my pony, when husband led her out saddled for me at a little after seven to start on the way to school. He would then take the children to the neighbors. Then he would return to the farm and spend the day at fencing and preparing for the spring work. After his lunch he would step over to the neighbors to see if the children were all right and rock the two-year-old girl to sleep before returning to his work.

I was a teacher and nothing else in school hours, but, when the last recitation came, one of my knowing big boys who saw how my mind wandered homeward would slip out during the "Good night" song, and have Nellie saddled and at the step, as it was finished. Then, with a brisk gallop I was at home where the little ones were around the bright fire and the kettle was singing on the cook stove. With the aid of the fruit and vegetables put up during the busy summer, a substantial meal was soon on the table. And how we did eat! Husband said: "That the best crop we raised was an appetite."

Was I thinking of dying in the country? I could not had I wanted to—I hadn't the time.

I had cleared about \$100, which paid the bills incurred before the cows came fresh. We bought some needed clothing and had a little cash on hand. Our work was now all up and so when my husband's old employer wanted him to help him for a few weeks, he would ride the pony to town in the morning and return at night, as we lived only three miles from town. In this way he made another forty dollars. Considering our inexperience, we were doing fairly well, but there was another payment to be made on the farm in the fall. Should the season be such that we could raise all that the soil was capable of producing, it would be no more than was needed to feed our stock through the winter. I could not teach again, and we had nothing to sell, unless at a loss, except the farm. This

was placed in the hands of agents, and many came to look but none to buy.

As my husband was successful with stock raising, he was thinking that if he could sell the farm he would put all available cash into young cattle and go over into what was then the Indian Territory and lease Indian lands. We even took a camping trip over there to look over the country. But no enthusiasm came to me. One evening, after singing baby to sleep with her favorite lullaby, "Didden Dedy" ("I'm livin' easy"), husband missed me and on searching, found, mounted on a chicken coop down by the barn, a doleful figure with red eyes and an apron full of salt water. All the explanation he could get was: "I was just thinking what little Indians the children would make." That was the last of leasing Indian lands.

Shortly after this, while hunting a steer which had strayed into the mountains, he came upon a little valley in the edge of the Ozark forest reserve, which appeared to be an ideal place to raise stock, being surrounded by unlimited range. On inquiry he found a homesteader located in the valley who was anxious to sell his improvements and relinquish his claim in order to move where his children were located. The homestead lay in a little valley well watered by many fine springs and a small stream which ran the length of the forties. The improvements were also better than on the farm we owned and there was an abundance of pine and oak timber on the land which extended up on the mountain sides. There was an orchard of about 200 trees just coming into bearing, about twenty acres of good bottom land cleared, and growing on it a good crop. It was surrounded by unlimited free range for cattle and hogs, although there were a number of neighbors within from a quarter to miles. All this, with crop, some tools and several stands of bees, the owner was willing to sell and relinquish for only two hundred and fifty dollars. This was too great a bargain to refuse, but our farm was not yet sold and there did not seem to be a sale in view in the immediate future.

Right here I decided to be silent partner no longer and I told husband: "As you have spent your life so far in selling for other people, I know that you can sell this farm for yourself and save the commission and sell it right away."

He must have put that in his pipe and smoked it, for, when he went back to his plowing, I saw that he stopped to smoke a long time at the end of each furrow. Soon

I saw the plow horse in the barn and Nellie saddled, while he came to the house to clean up. I decided that this was the time to be silent partner again and asked no questions. I was satisfied though, when he asked me on his return: "If a man wanted to make notes to net \$300 when discounted at ten per cent, would he make the amount \$333.33?" He was wanting the authority of the "Book," as he sometimes called me, on his business arithmetic.

The next day both deals were closed as he had found a man who wanted our farm and had a team and wagon to trade in on it at \$250 and would make notes for the balance, or \$333.33; and this just suited the owner of the homestead to take the team on payments for his place because he wanted to move overland.

We moved right on the homestead, have lived there six years; have proved up and cleared land enough to produce feed to winter our stock and hogs. We changed the old rail fences into wire fences and are now ready to have timber cut to build a modern shingled bungalow, heated with a big open fire in the living room and a system of pipes heating the other rooms. Water will be piped into the house by gravity pressure from a cold spring upon the north side of the mountain, with pressure enough to run a water motor to turn the washer, churn and sewing machine.

Our poultry yard has an abundance of chickens for frying and to produce eggs to go with a goodly supply of ham in the smoke house, while garden, orchard and cellar are filled with vegetables and fruits, so that the high cost of living is not worrying us. The mountains are covered with the best of fuel and coal miners strikes have no terrors for us.

Our assets are about as follows:

Health of ourselves and children....	
.....Beyond Estimation	
Independence.....Beyond Estimation	
Joy in seeing things grow.....	
.....Beyond Estimation	
160 acres of land at \$10 per acre....	\$1,600
Team of mules	350
Cattle, hogs, tools, etc.....	550

Total \$2,500

This is just 1,000 per cent of the original investment of \$250.00, providing we wanted to cash in and leave the farm. Although we were driven to it, we couldn't now be driven from our farm in this land of opportunity.

The foregoing is a true story of the ex-

periences of myself and husband on a forty-acre farm two and one-half miles east of Mena, Ark., and later, on the farm on which we are now living, seven miles south of

Mena on the head of Two-mile Creek. We sprouted something besides cabbages and turnips on our farms—new ideas and new views of life and living.

Government Sale of Indian Lands

About 120,000 acres of unallotted lands in different localities, some in each county in the Choctaw and Chickasaw nations, which have been heretofore offered, but not sold on account of minimum prices not being realized, will be again offered and sold at public auction to the highest bidder without any minimum price. Also, about 90,000 acres not heretofore advertised will be offered at prices ranging from 50 cents to \$13 per acre. Sale will begin May 1 and continue until about May 15, 1913. Terms, 15 per cent cash at time of sale, 35 per cent within eight months and the balance within eighteen months, with 6 per cent interest.

List of lands by counties, showing time and place of sale and description of areas of various tracts, will be furnished without cost, together with full information upon application to the undersigned or to local field officers in their respective districts. Persons applying should specify the particular county wherein information is desired. Certified copies of blue prints of each county, showing location of each tract to be offered will also be furnished on payment of 50 cents for each map, which should be remitted in the form of draft or postal money order with application.

J. GEORGE WRIGHT,
Commissioner to the Five Civilized Tribes,
Muskogee, Okla.

THE LAST SALE OF UNALLOTTED LANDS.

Muskogee, Okla., March 7.—J. George Wright, Commissioner to the Five Civilized Tribes, today issued order for the sale of the remaining unallotted lands in the Chickasaw and Choctaw nations. The sales will start in Chickasha, Grady County, on May 15. Two classes of land will be sold—that which failed to sell in May, 1912, amounting to 115,000 acres and 90,118 acres

in the Choctaw nation, which were removed from sale in 1910, on the supposition that they were timber lands, but which since that time have not proven available for timber purposes. There is no fixed appraisalment and the land will be sold to the highest bidder. The lands do not include the surface asphalt and coal segregated lands, and for this reason the purchaser will receive all title and fee in the property, both surface and mineral. The acreage in the different counties and dates of sale are as follows:

Chickasaw Nation.

Grady County, 3,311.96, May 1, 1913.
Jefferson County, 5,445.62, May 2, 1913.
Stephens County, 2,320.56, May 3, 1913.
Love County, 10,095.88, May 3, 1912.
McClain County, 2,581.85, May 5, 1913.
Pontotoc County, 4,727.19, May 5, 1913.
Garvin County, 969.32, May 6, 1913.
Murray County, 893.52, May 7, 1913.
Carter County, 1,201.27, May 8, 1913.
Marshall County, 2,015.74, May 9, 1913.
Johnson County, 2,111.54, May 10, 1913.

Choctaw Nation.

Atoka County, 9,168.33, May 6, 1913.
Bryan County, 5,123.56, May 7, 1913.
Latimer County, 1,233.65, May 8, 1913.
Pittsburg County, 14,671.82, May 9, 1913.
Haskell County 12,875.52, May 10, 1913.
LeFlore County, 6,690.71, May 12, 1913.
Coal County, 3,324.07, May 12, 1913.
Hughes County, 4,681.14, May 13, 1913.
Pushmataha County, 4,068.55, May 13, 1913.
Choctaw County, 4,745.56, May 14, 1913.
McCurtain County 12,180.78, May 15, 1913.

Also the following tracts at not less than certain prices, varying from 50 cents to \$13 per acre, lands not heretofore advertised:

Pittsburg County, 3,320, May 9, 1913.
Haskell County, 19,566.50, May 10, 1913.
LeFlore County, 26,218.50, May 12, 1913.
Pushmataha County, 10,738.50, May 13, 1913.

The Gulf Coast Region of Louisiana and Texas

The Gulf Coast region, as generally understood, is a strip of country from fifty to seventy-five miles wide, running about parallel to the shore line of the Gulf. In western Louisiana and eastern Texas its northern part contains a pine forest area comprising about one-half of the surface. The southern half is open prairie land extending southward to tidewater. The territory we have in mind comprises Jefferson, Orange, Chambers, Hardin and Newton counties in Texas, and Cameron, Calcasieu, Beauregard, Jeff Davis, Allen and Vernon parishes in Louisiana. Eastward of this area are large stretches of prairie lands until the Mississippi River is reached. Southwesterly toward the Rio Grande, the coastal prairies merge into the plains country and change materially in character of soil and climate. The altitude varies from sea level at the Gulf shore line to about 200 feet in Vernon Parish, Louisiana. Twenty miles inland the altitude is twenty-four feet at Beaumont, Texas, and nineteen feet at Lake Charles, La. In the forest area the elevation increases rapidly going northward. The timber lands generally are gently rolling, consisting of broad, shallow valleys and creek bottom, separated by low smooth ridges. The southern edge of this timber area is generally level and merges into the coastal prairies. At intervals these prairies are traversed by low ridges, frequently a mile in width, which are usually covered with a rich, dark, sometimes deep black loam of great fertility, well suited for general farming, for growing semi-tropical fruits and for the production of crops of early commercial truck. The depressions between the ridges are nearly level and are considered splendidly adapted to rice cultivation and are largely put to that use. It has been found that they also produce excellent crops of corn, cotton, sorghum, forage crops, cow peas, sugar cane, etc. Along the streams is found a red or chocolate alluvial soil, capable of producing abundantly all the standard field crops, commercial truck and some fruits. All of the prairie country is well grassed and affords good summer pasturage for many thousand head of cattle.

In the forest areas there is a great diversity of soils, the extremes as to fertility being a light gray, sandy upland and the

heavy black bottom lands along the streams. The predominating soils are the gray and dark sandy loams ("Norfolk Loam") and the chocolate, dark sandy and red lands, known as "Orangeburg loams," mostly uplands, and the dark or black loams and heavier black soils of the river and creek valleys. These soils produce all the standard field crops common to Louisiana and Texas. They respond readily to good cultivation and with crop rotation and the use of cow peas and other legumes, acting as fertilizer crops, yield splendid results. Small farms have been cultivated in this forest area for the last seventy-five years.

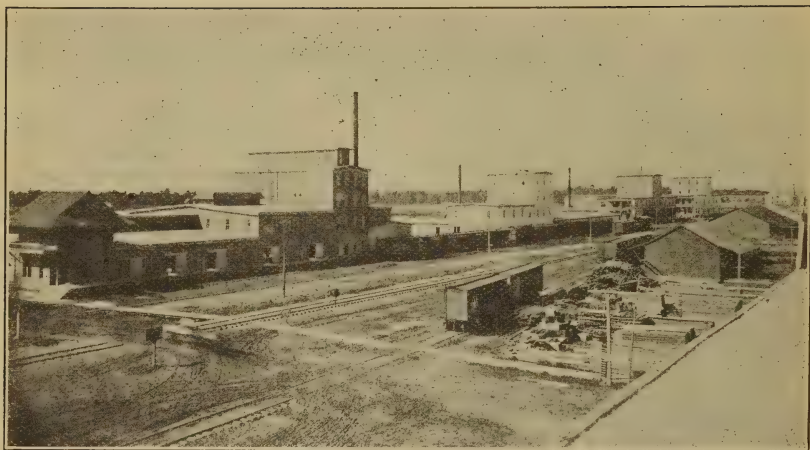
In the earlier history of the country the coastal prairies were used almost exclusively as open cattle ranges. Isolated ranches and farms were scattered over an immense area. Farming operations were confined to local needs except near New Orleans, Galveston or Houston, where the crops could be marketed. Near the first two named cities an extensive sugar industry was developed and within the last twenty years rice growing has become the most important agricultural industry.

The Climate and Public Health of the Gulf Coast Region.

The climate is one of the most attractive features about this section. There are many,



CITY HALL, LAKE CHARLES, LA.



RICE MILLS AT BEAUMONT, TEXAS

endowed with the vigor of youth and a robust health, who revel in a blizzard and feel all the better for it, but there are also many to whom exposure to severe cold weather is a positive injury and to whom a moderate climate at all times is essential for health and comfort. The Gulf Coast climate is that of a moderately warm temperate zone. The killing heat of the northern latitudes is not there. Sunstroke is an unknown malady. The winters are never severe, the mercury seldom sinking below the freezing point and never remaining there long when it does. Cattle are wintered on the grass and receive no shelter. This practice may not be good farming, but many carry their live stock in this way. A sharp frost is occasionally encountered and a film of ice be formed on still water, but the ground never freezes and field work can be done all winter. Bright sunshine prevails about 300 days in the year and there need be no idle season. Almost every day in the year can be made a working day. It is a climate free from extremes. It has more warm days than the climate of northern states, but few, if any, of the days are ever as hot as those of a northern summer.

The average monthly and annual temperatures at Lake Charles, La.,—and this holds good for Beaumont, Texas, also—during a period of twelve years, as recorded by the United States Weather Bureau, are as follows: January, 51.9 degrees; February, 53.9; March, 59.6; April, 67.4; May, 73.8; June, 79.9; July, 80.9; August, 80.6; September, 77.2; October, 68.7; November, 59.3;

December, 53.5. Annual average, 67.2 degrees.

The prevailing Gulf breeze tempers both the summer and winter seasons to a very marked degree. During the summer months shortly after sunrise a fresh wind starts inland from the Gulf of Mexico and continues throughout the day and late into the night. These winds appear in March and disappear in November, being most pronounced from May to October, when they extend northward to the Dakotas. They are cool, pure, fresh and invigorating and add much to the comfort of the residents, and attract many people from the interior, who regard the coast as a very pleasant summer resort. The winter attractions are such that thousands of visitors come from the northern states and remain three or four months.

The annual rainfall varies from forty-five to fifty inches and the distribution is especially favorable for crop production throughout a long growing season. The average distribution, covering a number of years, is as follows: January, 4.31 inches; February, 3.51; March, 3.98; April, 4.62; May, 5.84; June, 4.25; July, 2.59; August, 2.68; September, 7.72; October, 6.87; November, 5.93; December, 5.35. Total for a year, 46.91 inches.

The rainfall record of Beaumont, Texas, for 1912 is as follows: January, 2.77 inches; February, 3.31; March, 3.32; April, 9.37; May, 9.96; June, 4.32; July, 6.15; August, 6.12; September, 0.19; October, 1.91; November, 1.17; December, 13.39. Total for the year, 61.98. The rainfall for the year

was above the average for twelve years, which was 48.75. It was the heaviest since 1905, when it was 62.76. In 1902 it was 63.65 inches.

Public health is exceptionally good in the Gulf Coast region. The death rate per thousand inhabitants in the city population of the United States is 19.6. In Beaumont, Texas, it is 12.8, in Lake Charles, La., 14, from which 1.5 can be deducted for death resulting from industrial accidents. Measles, whooping cough and scarlet fever are rarely heard of and the same should be said of bronchitis. Virulent fevers of the typhoid type, diphtheria and children's diseases common to cold climates occur rarely and are not severe. Malaria is found in some localities occasionally, but is not a serious ailment. The death rate per thousand of various diseases in Beaumont, Texas, for 1905 is given as follows: Pneumonia, 1.04; United States, 1.91; consumption, 1.45; United States, 1.90; heart disease, 0.85; United States, 1.34; kidney diseases, 0.25; United States, 0.83; bronchitis, 0.05; United States, 0.48; diphtheria, 0.05; United States, 0.35, typhoid fever, 0.10; United States, 0.33; la grippe, 0.10; United States, 0.23; measles, none; United States, 0.13; whooping cough, none; United States, 0.12; industrial accidents, etc., 1.45; United States, 0.46; scarlet fever, none; United States, 0.11; malarial fever, 0.80; United States, 0.08.

Field Crops of the Gulf Coast.

The engrossing pursuits of the first settlers in southwestern Louisiana and southeastern Texas were farming and stock raising. The farming operations were confined to localities where navigable water courses or passable roads made it practicable to transport the product of the farm to market. Before the advent of railway transportation cotton of necessity was the only crop which could be relied on to furnish an immediate cash income. It is a commodity which can be stored an indefinite length of time, can withstand rough handling, is not easily damaged by heat, cold or rains and commands spot cash when offered for sale. The cotton bale was the medium through which communication with the outside world was maintained and which provided the comforts as well as the necessary commodities not produced on the farm or plantation. Other crops were grown for home use, and near the larger towns sugar cane, truck, fruits, etc., were produced for the local market, the products of the sugar industry being marketed in all parts of the United States.

Wheat for flour was grown more or less extensively in the earlier history of the country and there was a time when flour mills were not uncommon. Most of the flour mills disappeared at the close of the Civil war. The milling processes in the northern states had been so perfected that it was



PLAZA HOTEL, PORT ARTHUR, TEXAS



MARY GATES HOSPITAL, PORT ARTHUR, TEXAS

found more expedient to buy the northern flour than to mill the home-grown wheat. A new milling industry of enormous dimensions has since grown up, but this is confined to the rice-crop, which in every way pays better than a wheat crop.

The transportation facilities since acquired, the development of a great lumber industry, an oil industry of vast proportions, the rice-growing industry, the phenomenal growth of the cities and towns have opened many other channels of income, and today thousands of farmers get along splendidly without raising a pound of cotton or a bushel of wheat. Perishable products can now be marketed and the greatly increased population has created a demand for live stock, poultry, food products and forage which did not previously exist. Cotton in the olden days was always a friend in time of need, and some cotton is grown with other crops on farms where it was formerly the exclusive crop, but the production of corn, forage, food products of all kinds and live stock have been greatly increased.

Corn—Because neither Louisiana nor Texas have, in former years, made offerings of corn in the northern market, some people have naturally conceived the idea that corn cannot be successfully grown in these states. There is no basis for this opinion, because the actual production shows otherwise. The quality produced as a rule is excellent and the yield varies from twenty-five to seventy-five bushels to the acre. On the rich bottom lands of the Sabine, Neches, Calcasieu

rivers and their numerous tributaries and on the black loamy ridges traversing the prairie region from forty to eighty bushels per acre are considered an ordinary yield. Where crop rotation, with a view to fertilization, is practiced on the uplands in the forest area similar results are obtained. There is a greater diversity of soils in the South, on which this crop is grown, and also a difference in the yield on the different kinds of soils, but the maximum production of the North is easily duplicated on most of the southern soils. It has been produced occasionally twice during the year. The tendency in Louisiana and east Texas has been to produce sufficient corn for home consumption and to rely on other crops for cash returns. The greatly improved railway facilities have put stock raising on a better financial basis, resulting in a large increase of farm-animals and a greater corn and forage production. The annual corn production in Louisiana now exceeds 60,000,000 bushels, twice as much as was produced in 1909, and a similar increase has taken place in East Texas.

Cotton—Cotton, as a ready-money producing crop, is to Louisiana and Texas as corn is to the northwestern states. It is the best-paying field crop that can be grown with the least trouble and expense. One man can attend to the cultivation of 60 to 100 acres aside from the chopping out and picking. Cotton yields from \$20 to \$60 per acre. The cost of production is approximately as follows: Seed, 50 cents; planting and cultivating, \$3.00; picking, \$3.00; ginning, \$4.00;

freight, commission, insurance, \$3.75; total cost, \$14.25. The acre on which this expense account is given produced a bale of cotton. It was sold at the rate of 115-6 cents a pound, amounting to \$64.71. The seed was sold for \$16.00. The crop brought in a gross price of \$80.71. Minus the expense account, itemized above, the net profit was \$61.46.

These figures are easy to duplicate in many localities along the Gulf Coast, but the remarkable feature about this bale of cotton is that it was one of four crops produced and harvested from the same acre of ground within the space of twelve months. The four crops were sown and harvested as follows:

Beans and beets planted October 1 and harvested February 1.

Cotton planted May 1 and harvested September 1.

Cow peas planted September 15 and gathered December 15.

Potatoes planted January 1 and dug April 10.

The land was then again planted in cotton.

A cotton crop from twenty acres, near Beaumont, on which commercial fertilizer costing \$2.50 per acre had been spread, yielded a little over twenty-eight bales. The total cost of production was \$641, or \$32.50 per acre. The gross income was \$1,547.80, or \$77.39 per acre. The net receipts amounted to \$44.89 per acre.

The yield, of course, varies with the kind of land used and cultivation the crop receives. On the Gulf Coast prairies the river bottoms, etc., the yield runs from half a bale to one and one-quarter bales; in the timbered areas from one-third to three-fourths of a bale. Formerly cotton was the exclusive crop grown on many farms, but within the past decade the tendency has been to diversify crop production. The total production is greater than in former years because the number of farms has increased, but many farmers now produce forage crops, corn, potatoes grain cow peas, etc., which formerly were grown in less quantity.



HARBOR SCENE, PORT ARTHUR, TEXAS



ORANGE GROVE, LAKE CHARLES, LA.

Rice—The actual cultivation of rice is identical with that of wheat, the only difference being that rice is irrigated and wheat, ordinarily, is not. Land, used for rice cultivation, must possess a subsoil sufficiently tenacious to hold water and be firm enough to sustain the machinery used in harvesting. The land must be susceptible of good drainage and the clay must be near enough to the surface to dry out in a few days after the water is drained off. It requires from twenty-four to thirty inches of water to supply the quantity absorbed by the soil, evaporation and used for irrigation during the growing period of rice, but the quantity actually needed is governed by the rainfall accruing during that time. The drainage of a rice farm is very important, as upon the prompt removal of the water depends the plowing, the sowing and harvesting, and frequently the planting of other crops after harvesting. This class of land, while especially good for rice cultivation, is also adapted to other crops, and large yields of corn, sorghum, cow peas, hay and other crops have been produced.

In the earlier history of rice planting, the planter raised rice and nothing else. There was a period of several years in which the product of one acre of rice would readily pay for the product of several acres in other crops, like corn, oats or hay. The forage crops have since then become more valuable and more general crops are now grown on the rice farms.

One man can easily handle 100 acres of rice land and some handle 150 acres. The following figures present a fair average of the cost of growing a rice crop: Plowing, per acre, \$1.50; preparing and seeding, per acre, \$1.50; seed, \$1.25; water rental, \$6.50 (two barrels of rice at \$3.25, frequently less); harvesting, \$1.25; threshing, \$3.50; marketing, total, \$15.50; average yield, ten barrels, \$32.50; profit, per acre \$17.00.

The yield of this crop occasionally runs as high as twenty-five barrels per acre and the price has been as high as \$5.00 per barrel. As with other grains the yield per acre and the prices fluctuate more or less and the profits vary from year to year, though the net profit has always been much greater

than could be obtained from a similar acreage in wheat or other grains.

The quantity of rough rice handled at Beaumont for the season of 1912 amounted to 650,000 barrels of 162 pounds, valued at \$3.40 per barrel. After milling there remained 600,000 pockets (bags of 100 pounds of clean rice) worth \$3.75 per 100 pounds, and the by-products, rice bran, rice polish, hulls and waste, worth about \$39.00 per ton. The increase in the rice acreage of Jefferson County, Texas, during 1912 was 10,000 acres. The rice acreage in Texas was 238,000 acres, producing 8,174,000 bushels values at \$6,539,000; in Louisiana it was 317,518 acres, producing 10,839,793 bushels, valued at \$8,053,222.

Sugar Cane—American sugar cane cultivation had its origin in Louisiana in 1751, when it was introduced by the Jesuit fathers. The first commercial sugar crop was grown by Etienne De Bore in 1794 or 1795. All of the earlier sugar plantations were located on the alluvial lands convenient to New Orleans, but later the industry spread over western Louisiana and thence to Texas.

Sugar cane is a gigantic grass, often reaching a height of ten to fifteen feet. It grows up straight, but at maturity will lean by reason of its weight or of wind pressure. Its roots are fibrous and lateral, stretching out in all directions, and do not penetrate the soil to any depth. The round stalk is divided by joints from three to ten inches apart, from which issue the leaves on al-

ternate sides, and at the base of each leaf is a bud or eye from which the future cane is grown. In the planting of the cane the following method is usually pursued: After deep breaking, followed by pulverization, rows from five to seven feet wide are laid off and thrown up into high ridges. The crest of these are opened with a double mouldboard plow and into this opened furrow stalks of cane, one to three, are placed in continuous lines and carefully covered. From each bud on the cane planted comes a young shoot, growing rapidly into a continuous stand of crowded cane. The world's cane crop is produced by planting the entire or portions of the stalk raising young plants from the eyes or buds on each joint. Cane replanted every three or four years produces an average of about nineteen tons per acre. The cane carries about 11 to 12 per cent of sugar, yielding, per ton, about 170 pounds. At the sugar houses \$3.00 per ton is the usual price paid, the average income being about \$60.00 per acre.

The area devoted to the cultivation of sugar cane in Louisiana is about 300,000 acres and the yield of sugar cane products in an ordinary year is about 360,300 tons of granulated sugar, valued at about \$28,822,000, and 23,727,735 gallons of syrup, valued at \$6,818,000, showing a total value of \$35,640,000. There are in operation 225 or more sugar houses nearly all of which are located in the central and southern parts of the state. In Texas the sugar-making industry



THRESHING RICE, NEAR BEAUMONT, TEXAS



DAIRY HERD, LAKE CHARLES, LA.

is confined to the lower Brazos valley, where some 20,000 or 30,000 acres are devoted to the cultivation of sugar cane and several large sugar houses are located.

Nearly every farmer in Louisiana, southern Texas and southern Arkansas grows sugar cane for manufacture into syrup, both for home use and for sale. This industry has assumed large proportions and it is estimated that over half a million barrels are annually produced outside of the sugar belt proper. Patches of sugar cane, from the fraction of an acre to ten, fifteen and twenty acres, are found on almost every farm. The syrup is manufactured on a small scale with an inexpensive outfit, and a syrup, containing all the sugar in the cane, is produced which sells at 50 to 60 cents per gallon, the average production being 400 to 600 gallons per acre, yielding a revenue of \$200 to \$300 per acre. The farmer makes his cane syrup with the sugar in it and it is superior to any other syrup in the world.

Tobacco Culture—Tobacco has been grown in Louisiana and Texas for longer than a century, the production being almost entirely for home use. The famous "Perique" tobacco, grown on the alluvial lands of St. James Parish, Louisiana, has been a com-

mercial crop for more than fifty years, the annual production being about 100,000 pounds. This tobacco owes its excellence to the peculiar manner in which it is cured and prepared for market, being practically cured in its own juice. During the past twenty years much systematic experimental work has been done in Texas and Louisiana on part of the National Government and by individuals to develop a standard trade quality of tobacco and to encourage its production in commercial quantity. The finer Cuban leaf and filler tobacco, grown from Cuban seed, and the Yellow Leaf tobacco and White Burleigh, which have been grown for some years, have yielded excellent results. In north Louisiana as much as 1,600 pounds per acre of Yellow Leaf have been produced, and in Nacogdoches County, Texas, 1,321 pounds. In South Louisiana and Texas (in Orange County), with cigar types of tobacco, the yield has reached over 2,000 pounds. Two crops a year can be obtained from the same planting. This is accomplished by leaving a sucker in the axil of the crown leaf when topping the plant. When the leaves of the first crop are gathered the old stalk is removed and the young sucker soon takes its place, and with a fa-

vorable season makes nearly as large and fine a crop as the first one.

Mr. L. H. Shelfer, formerly United States tobacco expert cultivator in Texas, raised on the United States Experiment Farm in Orange County, Texas, 2,000 pounds of tobacco in the open field on less than two acres, for which 65 cents per pound was offered and refused. Mr. Shelfer found that he could raise Cuban cigar wrapper tobacco in the open on the Gulf Coast without the expense of artificial shading which is used in Florida and other sections. The land will produce from 800 to 1,000 pounds per acre, getting from 65 to 75 per cent wrapper, which will bring as good a price as the shade-grown wrapper. The climatic conditions make a rapid growth that produces a thin, tough wrapper with all the qualities required for a high-grade cigar.

Grain and Forage Crops—Wheat, oats, barley, rye, etc., were grown extensively for the grain in the earlier history of the country, but at the present time they are grown to obtain winter pasturage and forage in the sheaf. Oats, sown in October, are pastured from December to March and harvested in May. The crop is mown while the grain is still in the dough. Though seldom threshed, an oat crop will yield from thirty-five to sixty-five bushels of grain to the acre. Sheaf oats will yield from two to three tons to the acre. Oats are also grown in rotation with cotton, corn and cow peas. Red rust-proof

oats, vetch, red clover are often sown together and cured together. Two cuttings are usually made before letting the oats go to seed. In this way two crops of hay and one of matured grain are obtained; barley, wheat and rye are often grown in the same manner.

All the sorghums, both saccharine and non-saccharine, including the several varieties of broom corn, flourish from April until December or January. Of the sorghums, after the first cutting, a second, third, and sometimes a fourth crop comes up from the suckers. The Early Amber and the Early Orange are preferred varieties for soiling. White and Yellow Milo-Maize, Jerusalem Corn, Kaffir corn, etc., are grown more or less extensively and yield from ten to fifteen tons of fodder and considerable grain.

Every hay crop grown in the northern states has been produced near the Gulf Coast, but practical experience has demonstrated the folly of growing some of them, when legumes can be grown which act as fertilizers, yield double the quantity of hay and are worth per ton, in the nearest market, double the money. In the Gulf Coast prairie region the luxuriant growth of the native grasses make excellent hay. In the forest area the native growth affords good pasturage about nine months in the year, and when the timber is removed this grass will make hay. Bermuda grass makes splen-



SUGAR CANE FIELD, BEAUMONT, TEXAS



POULTRY YARD, BEAUMONT, TEXAS

did pasturage, is a complete ration in itself and is good eight months in the year. On fertile soils it makes several tons of superior hay. Crab grass, Italian rye grass, teosinte, red top, rescue grass, etc., are used as hay grasses.

The cow pea, a forage plant and soil fertilizer, yields about twenty tons of green forage or two or three tons of dry hay per acre. One hundred pounds of cow pea hay are equal to 150 pounds of timothy hay when corn is fed with them as a concentrate. The Soy and velvet bean are grown extensively for hay and the Spanish peanut yields about two tons of hay per year. These, like the cow peas, are sown in the corn crop immediately preceding the last cultivation. Japan clover, a volunteer crop, makes from one to two tons of good hay and affords excellent pasturage until June, being cut in October. Red clover and crimson clover grown by themselves or mixed with oats afford about two good crops of hay, one in April or May and one in July.

Stock Raising—On the coastal prairies cattle raising, as a business, has been carried on since the arrival of the first settlers. In the woodlands stock raising has always been part of the ordinary farming operations. More recently stock farming has become established on the prairie farms and the breeds of live stock have been greatly improved. As a matter of fact, the production of live stock of all descriptions has been greatly increased in the country traversed by the

K. C. S. railway. The enormous increase in forage and corn production was made necessary by the increased interest in stock raising and the improvement of the various kinds of live stock now raised on the farm.

Poland China, the Berkshire, Red Jersey, Duroc and Essex breeds of hogs can now be found on many farms, and there are a number of breeders in southern Texas and Louisiana with herds as good as any found elsewhere.

Thousands of cattle are now annually fed at the cottonseed mills and shipped to the northern and western markets. Cottonseed meal and hulls, rice bran, polish and shorts, cheap molasses from the sugar houses and other forage provide superior feeding rations. Improved breeds of the dairy type—Herefords, Durhams, Jerseys, Polled Angus and Devons—are rapidly replacing the older breeds.

Pure-bred northern cattle and also other improved stock for breeding purposes have been introduced all over the South, Texas and Louisiana included. It has also been demonstrated by practical feeding tests that northern-bred cattle can be taken to Louisiana, fed there systematically and be made to top the Chicago market. One carload sent there was sold for 40 cents more per hundred than any other carload sold there that day, and within 10 cents of the highest price paid for any cattle during the preceding week. This test shipment demonstrated that southern Texas and Louisiana

can enter the market any day with well-bred beef cattle and become a strong competitor with the North in beef production.

A large majority of the horses have been raised at home. Mules have been raised in

sufficient numbers to demonstrate that with proper care and attention the finest and largest can be raised here. The flocks of sheep have been improved and wool in considerable quantity is now annually shipped from De Ridder and Leesville in Louisiana.



HOG RAISING, LAKE CHARLES, LA.

Nature's Vineyard on the Ozark Plateau

Carl A. Starck, Rogers, Ark.

Benton County, Ark., has an average altitude of fourteen hundred feet and comprises nine hundred square miles, or 535,000 acres; of this area, about two hundred thousand acres consists of chert covered, timbered ridges. The topography is very different from the usual mountain formation; instead of standing in isolated hills or mountains, these ridges run out from the high prairies for miles, practically level, with subsidiary ridges leaving the main ridge at all angles; these branch again and again into shorter ridges and spurs, but always maintain the level of the main ridge, which also keeps the general high level of

the country. These radiating ridges with their corresponding hollows, which are from one hundred to three hundred feet below, form a series of practical levels that render every ridge and hollow easily accessible to travel.

And these Benton County ridges, by the way, owing to the chert in the soil, are according to a government report, "the finest natural highways in the United States," to quote the exact words. The topography is the result of erosion, the action of water during countless ages, for the Ozark uplift is almost the oldest land in North America, being nearly the first

land to emerge from the ocean. The Rocky Mountains are as of yesterday as compared with the Ozarks.

The soil of these ridges is composed of the disintegrated rock forming the skeleton of the ridge. This underground skeleton, undoubtedly takes the general form of the ridge but it is covered with from twenty to forty feet of broken rock (too small to be a serious obstacle in cultivating) mixed with clay, which clay represents the decay of the more perishable rocks, mainly lime stone—for when these beds were put down this was an old ocean floor.

Pure limestone consists entirely of the fossil remains of the marine life inhabiting a deep, still ocean, that lived out its brief span and sunk in unnumbered millions to the bottom, in clear water, far from any continent. But the beds of cherty limestone (and this is what we are interested in) were put down when that portion of the old primeval sea, which we now know as the Ozark Mountains, was shallower and nearer land, so that the water was muddied and made roily by sediment bearing rivers, and the remains of marine life mixed with clay and silica as it settled to the ooze below, and eventually hardened into rock. This deposition though much more rapid than the former, went on for ages with alternate upheavals and subsidences though always remaining beneath the water, until many hundreds of feet in thickness were formed.

In the course of the ages, this part of the ocean bottom was lifted out of the sea and became dry land. Then another immeasurably long period set in that has lasted for many, many ages, and will endure for many, many ages yet to come. But instead of deposition and a building up, it is a period of destruction, of denudation, of erosion. The same forces are at work today before our eyes, tearing down these old rocks by the agency of wind and rain, frost and snow and ice, and summer heat, eating out the river channels, cutting out the hollows and smoothing the hills in this endlessly slow process, still at work, until the Ozark country presents the beautiful, gently rounded contours of today.

This soil, which makes the surface of today, in which we plant our apple trees and our grape vines, is composed, as above indicated, of the weathered, shattered detritus of these old rocks, and is very rich in all the elements of plant growth, particularly phosphoric acid and potash. It is nearer deficient in the desired quantity of humus, but that fortunately, is one of the require-

ments of plant life that is most easily supplied. This limey, cherty, weather-beaten rock, much of it so soft and rotten that it is as easily cut as hard clay, decomposing very quickly when turned up by the plow, full of marine fossils, mixed with clay and silica, full of phosphoric acid and potash, is a most ideal soil for fruits, and it is particularly adapted to grapes.

Whatever the origin of the grape, it is a well established fact that four of the five great classes into which botanists divide the grape genus, four of these classes are native to America, and all cultivated varieties of grapes have descended from these four classes, or are crosses of hybrids between them and the Asiatic class. Of the four classes, the most important to the Southwest is the deep-rooting, *Aestivalis*, or "summer grape" to which class belong the wild grapes growing so abundantly all through the Ozarks, on the ridges and down their sides.

While this family has produced some good table grapes, its importance lies in the fact that the finest wine grapes of America have come from this class or family; and through this fact, Arkansas, especially the Northwestern corner of the state, may assume high commercial importance by becoming a producer of the finest red wines not only of America, but of the world.

A sample of wine of the *Cynthiana* variety, which is the best wine grape of this *Aestivalis* family, was awarded the first premium at the World's Exposition at Vienna, Austria, in 1873, as "The Best Red Wine of all Nations" where it of course came into direct competition with the most celebrated wines of Europe.

The home of this family of grapes is right here in Northwest Arkansas, and the original *Cynthiana* vine was found as a wild vine in the woods, in Benton County, Ark., just as countless millions of other grapevines are now growing wild all over this Ozark country. And while the fame of this plateau of northwest Arkansas has become world wide as the land of the big red apple, it much more deserves to be recognized as the home of the vine, and the birthplace of the red wine grape. I would like to emphasize the fact that the apple is a foreigner, an alien, and was brought here by the white man, but the grape vine was born here.

At a depth of from two to three feet, the soil changes from a light ash color to a deep red clay, so rich in iron, that it is almost a low grade iron ore, and it is this iron in the soil utilized in a greater or less

degree by plants, that gives to our apples their crimson blushes, and to the grape its fine purple.

Plants differ very much in their capacity to take up iron out of the soil, and of the whole vegetable kingdom certain of the grapes come first in this respect. Or, to put it in another way, certain red grapes will take up and store in the pulp next to the skin, a larger percentage of iron than any other known plant. This is the reason why red wines, when pure, is prescribed by physicians as a restorative after illness, and for anemics and all persons deficient in good, red blood.

Your doctor will tell you that the only way in which iron can be gotten into the blood, is in the form of what is called an organic solution—that is, where some plant has first taken up the iron from the soil, and the vegetable, or usually some extract from it, administered to the patient. He will tell you, too, that no chemist or pharmacist has yet succeeded in producing an organic solution of iron, but that nature, in the wonderful little laboratory inside the grape berry by aid of the sun and the soil, does prepare this solution of iron, ready for conversion into red corpuscles. And nothing yet known to science will take the place of this natural medicine for the weak, the debilitated, and the aged, whose fires of life are slowing down.

The fresh juice (or "must" as it is called) of this Cynthiana grape, will in this gravelly soil, in a good season, be so full of sugar that it runs beyond the marking of the "must" scales in use for making this test. The instrument is, in rare cases graduated up to 110 degrees. A must reaching this specific gravity indicates a sugar content of about 26 per cent. We have had our Cynthiana juice to register as high as where 115 would be on the scale, indicating at least 27 per cent sugar—that is, about eight gallons of must contains twenty-seven pounds of grape sugar. This is very unusual and will produce a wine of about 13 per cent of spirit, as the sugar is converted into alcohol by fermentation.

An analysis of a large number of foreign wines made some years ago gave the following figures as averages: German red wine, 11.75 per cent; German white wines, 11.76 per cent; Hocks, 10.83 per cent; White French, 11.67 per cent; Red French, 10.58 per cent; Moselles, 10.02 per cent. The average of Burgundies indicated 12.78 per cent and in a number of the Hungarian wines, the heaviest of all, the average proved to be 12.85 per cent. While as just stated,

the wines from Arkansas grown Cynthiana grapes, contain a little over 13 per cent, producing wines heavier than the heaviest wines of the Old World (the Hungarian), and leaving the Burgundies far behind.

And, by the way, this about reaches the limit of alcoholic strength in wines, as it is impossible to develop more spirit by fermentation than a little more than 13 per cent, because the presence of this amount of alcohol arrests and checks further fermentation. If a larger per cent of sugar were present it would only remain as free sugar, and would not be converted into spirit. No natural wine can possibly contain more than a little over 13 per cent of spirit, and if more is present in any sample of wine, it is proof that it has been added after fermentation. This addition is in the form of grape brandy in the case of genuine Ports and Sherries, but generally as a low grade alcohol in the villainous compounds called "Sweet Catawbas," etc., and spurious wines generally when dissociated from the vineyard.

As it is well known that the patent medicines, bitters, tonics, etc., on the market contain all the way from 18 to 60 per cent of spirits as they come from the drug stores, and very few run under 22 per cent, and whiskey and brandy have 50 per cent, it is very apparent that a natural medicine containing but 13 per cent, holding its ingredients in perfect solution, constitutes an ideal medicine. The spirit acts as a preservative of the ingredients, and no other preservative has yet been found that can take its place, so that necessarily about all of the fluid medicines, tinctures and extracts on the shelves of the druggist are solutions in alcohol.

There is no question whatever that Benton County can produce a class of red wines that cannot be equalled anywhere in Europe, and of course not in California, of a class similar to but finer than the heavy red wines of the Burgundy type. Of the lighter, delicate, white and red wines I will not say this, for I believe that parts of France and Germany will always remain unexcelled in that class of wines.

And under kinder legislation with careful regulation, a magnificent, new industry will be developed here (the practicability of which I have fully proven in twenty years of my work here), for there is an unlimited market in Europe for this class of wine, just as there is for our fine apples. At the same time it would make for temperance, for wine is a temperance agent in that the use of it creates a distaste for strong spirits. In

the wine growing districts of Europe, drunkenness is almost unknown, although among the peasants and working people sour wine with rye bread is the daily diet. And wine has always, and everywhere as far as history sheds its light, been associated with culture and civilization, and polite society.

Arkansas has wisely encouraged the native wine industry and has segregated it from all phases of the liquor question, and placed it on the basis of an agricultural industry; a fair beginning has been made here, although it is by no means as yet secure from local attacks. But there is a bright future just ahead for this Ozark country, as we have learned to discriminate between things and have become temperate in temperance legislation. The world is adjusting itself on this as on every other question, and whatever is right is going to prevail. Our timber and minerals and other natural resources can be exhausted, but our broken chert soil and our sun we will have with us always, and it will be Bacchus, the god of the grape, who will be the prince in the fairy tale, whose magic kiss will awaken our sleeping Cinderella, our beloved Arkansas, and entitle her to take her proper place with the proudest of her sister states.

In the meantime, a few of us pioneers are going ahead, showing to the world what can be done. We find a ready market for all that we can produce from our eight acres of twenty-year-old Cynthianas, and we select our trade at that, selling for medicinal and family use and to physicians for use in their practice, and get four dollars per gallon for every gallon that leaves our cellar.

Many of the table grapes also do well here. We have tested in all some 165 varieties of both wine and table grapes. We have grown as fine Delawares as can be produced anywhere, and by grafting this noble grape into the deep-rooting Aestivalis roots we have much increased its drouth resisting properties. We got more than 6,000 pounds of Concords from one acre of five-year-old vines and these were all that could be desired both in size of berry and cluster, and I have never seen Concords from western New York—the home of the Concord—that were so nearly perfect.

This would indicate that the growing of table grapes on a commercial scale would be a profitable enterprise, as two important factors, quality and yield, are assured.

But I must not create the impression that these ridges are adapted only to fruit grow-

ing, as I may, if I do not say something further; something of the remarkable adaptability of this timbered, ridge land to clover and the tame grasses for stock raising; the abundance of white oak mast for hog raising—and I am sure that no where in the United States can a pound of pork be produced at a lower cost than here by the use of stock peas and the use of the wild range in the woods. There is a fine forestry proposition practicable here, owing to the rapid growth of the timber, and by a system of annual cutting one could derive a perpetual income from his timber land; the profit arising out of the annual increase in the size of the timber and the steady enhancement in the value of hardwood lumber. At the same time, being somewhat opened to the sun, the land could be profitably utilized as pasture for a stock farm.

I wish that I had time to go into this a little further—still I am not going to close this without touching the aesthetic side a little, and say that for anyone desirous of dwelling "on the heights"—figuratively as well as, actually—life in these beautiful Ozark ridges, will call out the best that is in the soul. Everyone is influenced by his environment, and one couldn't live in daily touch with such scenery as this, without becoming a somewhat better man or woman.

These ridges offer a home in its completest sense alike to the idealist to whom fortune has been kind, and to the practical man of affairs who wants to watch his nest egg grow. Each can dream his dreams and see them realized while keeping his pot boiling. These ridges offer homes for the small, intensive farmer and also offer magnificent building sites, on commanding heights for the modern, elaborate country home.

The air we get hasn't touched the earth since it arose over the Gulf of Mexico, for this southern rim of the Ozarks Plateau is the first land encountered in its sweep northward. The climate is ideal, no excessive summer heat nor rigorous winters, we have no hot nights, no malaria, no mosquitoes, no dust, no mud. Springs of water of such purity as only the Ozarks can show are in almost every hollow.

The present undervaluation because "undiscovered," makes this land desirable and profitable when considered merely as an investment. The poorest man can here get a start in life, if industrious, and the man of means can indulge his tastes no matter how broad their scope.

Vernon Parish, La.

The Parish of Vernon was created in 1871, its territory being taken from the western part of Rapides and the southern part of Sabine Parishes. Its area covers sixteen hundred sections of land, and at the time of its organization the population numbered less than five thousand. It was heavily timbered, being part of the great long leaf yellow pine forest covering southwestern Louisiana. Scattering through the forest were small settlements, trading points and the clearings of the settlers, but few changes took place for a number of years. Very few people moved into the parish and very few moved away. The parish had no railways, and without these, but few of the natural resources could be put to practical use. Cotton was the principal reliance for obtaining ready money, because this commodity could bear long-distance transportation by wagon and is not easily damaged in transit. Commodities of perishable nature could not be successfully marketed, and under the then existing conditions, there was little in sight to attract new settlers who naturally drifted to locations provided with railway facilities.

The Kansas City Southern Railway was built through Vernon Parish in 1896, giving an outlet for all its products into the northern and western markets. Great modern sawmills were built in many places along the new railroad, and the great pine forest, formerly incapable of producing values, became the source of great revenue, and converted the practically stagnant parish into one of the richest and industrially one of the most active parishes in the state. The activity in the mills naturally stimulated activity in other lines, and created a demand for farm products undreamed of before.

The population of the parish at the present time is estimated at 25,000, and the total valuation of property in the parish exceeds ten million dollars. There are now eighty-five schools in the parish, most of which are open for a term of nine months in the year, and the school population now numbers 6,000.

The parish is about one hundred miles south of Shreveport, La., and about seventy-fives miles north of Lake Charles, La. The general "lay of the land" is that of a gently undulating country, heavily timbered in large areas and interspersed here and there with small areas of prairie and alluvial lands. On the uplands, or rolling areas, is

found the finest body of long leaf pine timber on the continent, changing into hardwood timbers near the water courses and on the alluvial lands of the Sabine and Calcasieu rivers and the several bayous which traverse the parish. The soil of the uplands in the main, is a gray or dark sandy loam, varying more or less in fertility, and nearly all of it underlaid with a red clay subsoil heavily charged with iron. Compared with the rich black soils of Iowa, Illinois or Nebraska, suitable principally for corn production, the upland soils of Vernon Parish could not be esteemed equally rich, but as their range of production by reason of the favorable climate is vastly superior, the actual money returns per acre from cultivated crops, is far in excess of anything that could be accomplished in any of the states named. The alluvial lands are as rich as any other lands on the continent. They are found in the depressions and along the water courses, and are capable of yielding a bale of cotton or more, from six to seven tons of alfalfa, sixty to ninety bushels of oats, fifty to one hundred bushels of corn and proportionate crops of sugar cane, sorghum and forage crops to the acre. On the uplands the same crops are produced, but the yield per acre is somewhat smaller. There is a compensation for the difference in yield of field crops, in the fact that nearly all the upland soils are well suited for the production, in commercial quantity, of truck of every description and of fruits which mature early and are in demand in the northern markets.

Soil, climate, transportation facilities and other conditions, are very favorable to the profitable production of fruit and extra early vegetables. Commercial peach orchards have better prospects here than almost anywhere in Texas or Louisiana. The soil is just right for this crop; containing iron in abundance and which is essential in the production of handsome, well flavored and highly colored fruit. The climate is just what it should be to bring in a crop at an extra early date and mature a fruit which will stand shipment to distant markets. Louisiana peaches should reach the northern markets about the third week in June, and being among the very first in the market, should bring extra high prices. Irish potatoes should yield from one hundred to two hundred bushels to the acre, and as they

mature about June 1st, and some earlier, they should bring from 80 cents to \$1.25 per bushel f. o. b. Cantaloupes, grapes, melons, plums, strawberries can to equal advantage be shipped to the northern markets and sell readily in the home markets, which consume all that is grown. Sugar cane used for syrup, and figs are successfully grown and are highly profitable. The money yield from an acre of sugar cane, converted into syrup is from \$60 to \$150 per acre.

The various forage grasses, the clovers, sorghums and alfalfa, grown under the proper conditions are profitable and find a ready market at all times, if offered for sale. The natural pasturage is abundant, as a rule, and very good in the hardwood areas, lasting between nine and ten months in the year. In the cut-over pine lands a luxuriant grass growth appears about the second or third year after the timber has been cut. Domesticated grasses sown on such lands yield splendid results. The hay produced in Louisiana is of superior feeding value, as compared with the bulk of the crop grown in the northern states, for the reason that most of the Louisiana hay consists of leguminous crops, being much richer in protein than any of the grass crops and are best adapted to feeding and can be fed more economically in combination with corn or the by-products of the sugar factories.

Peanuts, cowpeas, alfalfa and the clovers are deemed the most important forages. The peanut is rapidly becoming a valuable forage crop, especially on cut-over pine land soils, on lands that are considered the poorest in the state, yields of forty to sixty-five bushels of peanuts, with a ton of hay, have been secured where the crop was planted after the spring crop, such as Irish potatoes or other early crops. Grazing hogs on peanuts yields larger profits than feeding them the product from an equal area of land devoted to any other crop. Japan clover grows well on the uplands and is as rich in protein and richer in carbohydrates than red clover. If planted and not pastured it will yield from one and a half to two and a half tons of superior hay; and if desired that the land remain in that crop will reseed itself and make an excellent crop. Cowpeas will make from two to three tons to the acre and are harvested during August and September. If removed in time, oats or rye can be sown on the same land which will furnish good grazing all winter and in spring will yield from 30 to 50 bushels of oats to the acre and about the same yield of rye. Of the native grasses Bermuda and

carpet grass furnish the very best grazing for all kinds of livestock, and will maintain animals in a thrifty condition from the middle of March until December. Bermuda grass has a greater feed value than the common grades of timothy and two cuttings may be had each year, and sometimes three, giving a yield of one to two tons each cutting.

Cattle raising and feeding are developing into profitable lines of business, and beef cattle are being shipped northward in considerable numbers from many points in Louisiana. In addition to the forage and feed produced on the farms, there are available for feeding the by-products, from the cotton gins and cotton seed oil mills, the rice bran, shorts, polish from the rice mills and the cheap by-products of the sugar factories, all of which can be combined into balanced rations for beef cattle. Dairy stock does splendidly in all parts of Louisiana. Hogs are easily and profitably raised. Within the last four or five years the number of hogs has been largely increased and most of them are of improved breeds. Sheep raising and wool growing are already important industries in this section, dependent entirely on the native pasturage. There is not a better country anywhere for raising poultry, such as chickens, turkeys, geese and ducks. Wild game is more or less abundant and consists of deer, squirrels, raccoons, opossums, rabbits, wild ducks, wild turkeys, quail and other game birds. Trout, pike, bass and other fishes abound in all the streams.

The parish is traversed by several fine streams and bayous and is entirely free from marshes or stagnant waters. Public health is good and the climate is congenial and delightful, lacking as it does, the rigorous cold of a Northern winter and being kept cool by the daily breezes coming from the gulf in summer.

All these conditions were present in Vernon Parish, before any railways were built there. Since the advent of the railway, the lumber industry in Vernon Parish has assumed enormous dimensions, there being more than a score of very large sawmills in operation, giving employment to a large number of skilled and unskilled workmen. Lumbering is the engrossing pursuit of the greater part of the population and a number of prosperous towns depend almost exclusively on the industry for their maintenance. Among these are Leesville, the parish judicial seat, with a population exceeding 4,000, Pickering, Name, Rosepine, Cravens, Pitkin, Fullerton, Anacoco, Bar-

ham, Hornbeck, etc., and smaller villages in various parts of the parish. The development of the lumber industry took place so rapidly that the farms in the parish were entirely inadequate to supply the quantity of food stuffs for human consumption and forage for the livestock required, and though the number of farms has increased, it is estimated that the import of food stuffs and forage exceeds in value the sum of \$350,000 annually.

It has required a number of years to remove the timber from any considerable body of lands and to make such land available for tillage. In the vicinity of Pickering and Neame, La., both in this parish, some 50,000 acres were cut-over and in part colonized and placed in cultivation. Although farms had been cultivated in the parish for more than fifty years it was thought advisable to maintain on this land an experimental farm without regard to loss or profit, to ascertain what particular variety of crops could be grown to best advantage. Altogether some 1,500 acres were cleared and put under cultivation by individual farmers who located on these lands, and by the company which owned the whole tract originally. It was demonstrated that the lands afford good grazing and that they are the best soils in the South for the production of sweet potatoes, peanuts and soy beans, cowpeas and other leguminous crops, and that these crops are destined to sustain a profitable swine industry, when supplemented with a moderate amount of corn and other concentrated feed which can be cheaply provided. The experiment stations have demonstrated that the cut-over pine lands when devoted to sweet potatoes will produce from \$20 to \$50 worth of pork per acre, planting the potatoes after an oat crop or spring truck crop. They have demonstrated that these same soils will produce from \$30 to \$40 worth of pork per acre on a crop of cowpeas and corn, allowing the hogs to graze the corn and cowpeas together. Peanuts produce from 20 to 80 bushels of nuts per acre, which may be fed to hogs profitably when peanuts are cheap, or sold when the price is high.

Owing to the great variety of forage which can be cheaply produced, and also a scarcity of good breeds of livestock, in the earlier history of the parish, the cultivation of corn was only of minor interest to the people, and this statement might be applied to the whole state of Louisiana. On average yield of bushels per acre, Louisiana stands very close to the great state of Kansas, although Louisiana's principal crops

are considered to be cotton and sugar cane. In the last five years the production of corn in the state has risen from 30,000,000 bushels to over 50,000,000 bushels and with this increase in corn came an increase in livestock. In Vernon Parish the crop runs in yield from 25 bushels to 100 bushels per acre, depending on the soil and method of cultivation, etc. It is worth generally from 75 cents to one dollar per bushel. Hay produces abundantly and any good sort is worth from \$12 to \$20 per ton. The oat crop runs from 40 to 50 bushels when harvested, after having been pastured all winter. Sugar cane was found to yield as well here as on any of the uplands in Louisiana, and the syrup derived from it is superior in quality. The early truck crops yielded very satisfactory results and included tomatoes, potatoes, beans, peas, cabbage, radishes, turnips, sweet potatoes, onions, lettuce, spinach, etc. The berry crops and tree fruits were equally good in yield and included strawberries, blackberries, dewberries, grapes, figs, peaches, plums and pears. The vegetables, fruits, grain, forage, syrups, etc., were readily marketed at home.

Summing up, Vernon Parish, Louisiana, presents among other things the following mentioned attractions to the prospective settler: An ample rainfall; no complete crop failure has ever occurred in Louisiana. Perfect natural drainage, no ditching to do to carry off storm waters and no overflows. Long growing seasons, making it practicable to produce two or more crops on the same land each year. Early maturity of crops, enabling the grower to reach distant markets long before a crop can be produced there and when the market is at its best. A great diversity of crops, necessity does not compel the Louisiana farmer to produce crops to compete in an overstocked market. Winter grain pasture, which can be harvested in spring. Winter vegetable crops which can be readily marketed. Ten months of natural pasture in the year. Mild winters requiring but little shelter and feeding for livestock. No prolonged inclement weather and farm work practicable all the year around. No alkali or lime waters, pure freestone water everywhere. Building material cheaper than anywhere else on the continent. Very little fuel needed for heating in winter and plenty of fuel on every farm. No swamps or stagnant waters and no local causes for disease.

Leesville.—Population about 4,000; south of Kansas City, Mo., 668 miles; from Port Arthur, Tex., 118 miles; altitude above sea level, 238 feet. The judicial seat of Vernon

Parish and an important industrial center in Western Louisiana. There are in operation within the city limits two large saw and planing mills and within two miles of the Court House is a third large sawmill, the aggregate capacity being 275,000 feet of lumber per day; a large stove mill, an axle-handle factory, a well equipped brass and iron foundry and machine shop, a cotton gin, grist mill, bottling works, brick plant, steam bakery, ice plant and cold storage, electric light plant, steam laundry, electric light company, waterworks, wagon factory, two newspapers and a number of minor industries. The mercantile lines are well represented and the stocks are large and well assorted. There are in Leesville three strong banks with about \$500,000 deposits, and about twelve large mercantile firms and numerous smaller ones; a first-class hotel, costing \$40,000, and four others; a new Parish court house, costing \$70,000. The high school and common school system is considered the best in Western Louisiana. The city owns the waterworks system, and has a paid fire department. Several miles of concrete sidewalks have been laid, improvements being made from time to time. During the years 1910-1912 the following named improvements were made: Seventy new dwellings, cost \$60,000; three brick mercantile buildings, \$50,000; one hotel, \$10,000; waterworks improvements, \$10,000; railroad improvements, \$100,000; concrete sidewalks, \$35,000. Five new concerns opened up for business with a joint capital of \$50,000. Town and country have made rapid growth in the last three years. The shipments of surplus products from Leesville during 1910 amounted to 300 bales of cotton, 4 car loads of cattle, 10,000 pounds of wool, 2 car loads of sheep, 50 car loads of hardwood timber, 200 of railroad ties, 3900 car loads of pine lumber and 30,000 pounds of hides and furs.

There are good openings in Leesville for a cannery, furniture factory, chair factory, fruit box factory, sash and door factory and a brick manufacturing plant.

Pickering, La. Population about 1,200, altitude 242 feet above sea level, south of Kansas City, Mo., 676 miles. Nearly the entire town population is engaged in the manufacture of lumber. The yellow pine sawmill of the W. R. Pickering Lumber Company, capacity 150,000 feet per day, is located here. A branch of the Louisiana Central Railway runs from this point to Cravens, a saw-mill town in the eastern part of the parish. In addition to the sawmill and planers there are in the town, a hotel, general store, two public schools, two churches and minor in-

dustries necessary for the comfort of the population.

The Grannis Plantation Colony of about 500 to 600 people is located on the cut-over lands adjoining the town of Pickering. The colony has about 1,000 acres in farms, including an experimental farm of 240 acres. In the colony, postoffice address, Pickering La., there is a hotel, general store, public school and a church. About fifty new people located in the colony during the year 1912 and a considerable acreage of new land was brought under tillage. The products shipped from the colony or readily marketed at home have been livestock, poultry and eggs, Irish potatoes, peaches, berries and early vegetables of all kinds. Some 50,000 acres of cut-over lands at this station, Pickering, and Neame, the next railroad station south, are now in market and are being settled upon by farmers coming from the Northern and Western states.

Neame, La., has a population of 1,500, an altitude of 275 feet and is south of Kansas City, Mo., 680 miles. The Central Coal and Coke Company operates a yellow pine saw-mill with a daily capacity of 150,000 feet here and the entire town population is engaged in the manufacture of lumber. The town has a general merchandise store, a hotel, church, Odd Fellows hall and a public school.

Hornbeck, La. Population 450, altitude 313 feet, south of Kansas City, Mo., 652 miles. There are in Hornbeck five mercantile houses carrying stocks valued from \$1,000 to \$20,000, two churches, public school, cotton gin and a yellow pine saw-mill and planing mill, with 20,000 feet daily capacity. Hornbeck is surrounded by a number of good farms and in addition to the lumber shipments, considerable quantities of cotton, cattle, hogs, poultry and eggs, potatoes, peaches, berries and early vegetables are shipped from this point.

Anacoco, Orange P. O., La. Population 300, altitude 337 feet, from Kansas City, Mo., 659 miles. An agricultural community shipping livestock, potatoes, poultry and eggs, cotton, berries and early vegetables. The village has a truck growers' association, five mercantile concerns, cotton gin, church and public school. About 500 acres of new land have been put in cultivation during the year 1912.

Rose Pine, La., has 250 inhabitants and is south of Kansas City, Mo., 684 miles. The population is engaged in agricultural pursuits, raising livestock and lumbering. There are in Rose Pine three general stores, a hotel, two churches and a public school.

The Oil and Gas Industry

Since the beginning of the oil industry in the United States over two and one-half billion barrels have been produced, and the total value of the oil, reckoned in the crudest condition at the mouth of the well, is over two billion dollars. More than half of this oil has come from New York, Pennsylvania, West Virginia and Ohio, and all has been produced in two years more than in half a century. In the first half of this period nearly the entire product came from the Eastern fields, but lately the declining production of the Eastern states has been more than compensated by the enormous output in the West, so that of the total product of the United States, 972,429,805 barrels, has been produced west of the Mississippi River, and at this time, the Mid-Continent and California oil fields are the controlling influences in the oil production of this country. If a line is drawn across Ohio separating its Eastern oil areas from the Lima area and the Lima oils are included in the Western production, then the West already exceeds the East in the total produced.

The oil production in the United States in 1911 surpassed its own record, made in 1910, by an increase of nearly 11,000,000 barrels. In 1910 the output was 209,557,248 barrels. The total production of the world also surpassed all previous records, amounting to over 345,000,000 barrels, and of this the United States produced more than 63 per cent. The value of this enormous output of oil in the United States for 1911 was \$134,044,752, the average price being 60.8 cents per barrel.

In the production for 1911, California leads off with 81,134,391 barrels; Oklahoma takes second place with 56,069,637 barrels; Illinois third with 31,317,038, and Louisiana fourth with 10,720,420 barrels. The prices of the different oils varied greatly, ranging from 47 cents to \$1.32 per barrel. Thus while the production in Pennsylvania was only 8,278,158 barrels, its value was \$10,894,074, whereas Louisiana, which produced 10,720,420 barrels, received for its oils only \$5,668,814.

The greatest increases in production in 1911 were in California, 8,123,831 barrels; in Oklahoma, 4,040,919 barrels, and in Louisiana, 3,879,025 barrels. The principal decreases were in Illinois, 1,826,324 barrels,

and in Ohio, 1,099,258 barrels. The following table of total production shows the general increase in production for the United States since 1901: From 1890 to 1900, a production varying from 50,000,000 to 60,000,000 barrels; in 1901, 69,389,194 barrels; 1903, 100,461,337 barrels; 1905, 134,717,580 barrels; 1907, 166,095,335 barrels; 1909, 183,170,874 barrels; 1911, 220,449,391 barrels.

The value of the more important minerals produced in the United States in 1911 was as follows: Coal, \$626,366,876; iron, \$327,334,624; clay products, \$162,236,181; copper, \$137,154,092; petroleum, \$134,044,752; petroleum and gas together, \$208,182,286.

New oil and gas wells are being constantly bored in all sections of the country with varying success. Old wells become exhausted and among the new borings are dry wells, gas wells and salt water wells, as well as those producing oil. In the Kansas-Oklahoma oil field there were completed in November, 1912, 799 wells, and of these 129 were dry and 90 were gas wells, the remainder yielding a daily output of 29,814 barrels of oil. The new wells in process of drilling numbered 714.

In the Texas-Louisiana district, which includes the Gulf Coast oil field and the Caddo oil field in Louisiana, there were completed in November, 1912, 138 wells, yielding a daily output of 16,582 barrels. The new wells in process of drilling numbered 342. The Gulf Coast oil field includes Sour Lake, Spindletop, Saratoga, Batson, Humble, Goose Creek and Markham in Texas and Jennings, Vinton, Anse La Butte and other points in Louisiana. In November, 1912, there were completed in this field 51 wells, yielding a daily output of 7,789 barrels, and there were in process of drilling 76 new wells. In the vicinity of Vinton, La., one well with an initial flow of 20,000 barrels and several others yielding from 6,000 to 13,000 barrels per day were secured during the year 1912.

The development of the Caddo oil field in Louisiana has been remarkable. The first shipments of oil from this field were made in December, 1906, and amounted to 1,358 barrels. In 1907, the district had expanded considerably and the production was 44,908 barrels. The year 1908 showed still

greater growth, both in expansion of territory and in production, the output being 499,937 barrels. In 1909, the output was 1,028,818 barrels, and in 1910 a yield of 1,090,793 barrels, valued at \$2,292,349 was recorded. The number of wells completed increased from one in 1906 to 23 in 1907, 58 in 1908, 121 in 1909, and 226 in 1910. In 1910, the producing wells numbered 124, and those producing gas 48. The estimate of the oil production for 1911 was 10,000,000 barrels or more. During November, 1912, there were in process of drilling 79 wells. Thirty-nine wells were completed with a daily output of 7,111 barrels. The total production of the Caddo field in November, 1912, is figured at 25,000 barrels per day.

The oil companies operating in the Caddo oil field in December, 1912, were the following: The Arkansas Natural Gas Company, W. C. Wolfe Company, Gulf Refining Company, Producers Oil Company, Sun Oil Company, Jan Koster Oil Company, J. C. McCue, Rogers Oil & Gas Company, McCann & Harper, Columbia Oil & Gas Company, Atlas Oil Company, Pure Oil Company, Higgins Oil & Fuel Company, Houston Oil Company, Vivian Oil Company, Caddo Gas & Oil Company, Star Oil Company, Central Producers Oil Company, Longview Oil Company, Alamo Oil Company, Cross Lake Oil Company, Hunter Oil & Gas Company, Standard Oil Company, E. K. Smith, Commercial Oil Company, Brown Oil Company, Cudahy Oil Company, Wagenspach Oil Company, Texas-Louisiana Oil Company, J. M. Guffey Petroleum Company, Corsicana Petroleum Company, Midland Oil Company, Natural Gas & Oil Company, Richardson Oil Company, Mutual Oil Company, Busch-Everett Oil Company, Continental Oil Company, Barker Oil & Development Company, Reisor Land & Mineral Company, Shreveport Natural Gas Company, Hunter Oil & Gas Company, Toyah Oil & Development Company, Fort Worth Oil & Gas Company, Oil City Oil & Gas Company, Humphrey Oil Company, Gulf Pipe Line Company, Southern Oil Company, Quick Seven Oil Company, Filler Oil Company, Cedar Grove Oil & Gas Company, Knight Oil Company, Natalie Oil Company, Godchaux Oil Company, Greenwood Oil Company, Caddo Lake Oil Company, American Well & Prospecting Company, Oil Field Natural Gas Company.

In the several parishes in Western Louisiana, the following named companies are operating: Natchitoches: Natchitoches Oil & Gas Company, Clover Leaf Oil Company. Sabine Parish: Busch-Everett Oil Com-

pany, Fitz Oil Company, Negrete Oil Company, Lumberman's Oil Company. Bassier Parish: Whited & Wheeler's Oil Company, Producers Oil Company, Fort Jessup Oil Company. Winn Parish: Vivian Oil Company. DeSoto Parish: Gulf Refining Company, Spider Oil Company, Standard Oil Company, Christine Oil Company, Clover Leaf Oil Company. Webster Parish: Gulf Refining Company. Lincoln Parish: Hill Oil Company, Cass County, Tex.; Bloomburg Co-operative Oil & Development Company, Texas-Caddo Land & Development Company, Esperson Oil Company.

The money investment in the oil industry in Texas, from the beginning up to the year 1910, has been computed as follows:

Cost of drilling 5,000 wells at \$5,000 each.	\$25,000,000
Eight hundred miles of pipe lines at \$5,000 per mile.	4,000,000
Steel storage tankage, 12,000,000 barrels at 25c.	3,000,000
Ground storage, 30,000,000 barrels at 10c.	3,000,000
Tank cars, 2,500 at \$1,200 each.	3,000,000
Five refineries.	10,000,000
Miscellaneous equipment.	2,000,000
Land investments.	5,000,000
	<hr/>
	\$55,000,000
Labor charges, superintendence for 8½ years.	21,250,000
	<hr/>
	\$76,250,000

During 1912 oil borings were made in Bossier, Natchitoches, Winn, Lincoln, Webster, DeSoto, Sabine parishes, Louisiana, in Little River County, Arkansas; Cass County, Texas; Bowie County, Texas; LeFlore and Sequoyah counties, Oklahoma. Oil in moderate quantity was found in the Louisiana wells, but the greater number were unsuccessful except as to gas, which was found in great quantity in several locations in Louisiana, Texas and Oklahoma.

The refining of crude petroleum has become an enormous industry in Beaumont and Port Arthur, Shreveport, etc., and the export of refined oils as illuminants and lubricants has reached immense proportions. The use of crude oils for fuel has also become significant, particularly so since the development of the great Mexican oil industry. The Mexican oil fields are now capable of supplying from 6,000,000 to 12,000,000 barrels of crude oil per month. The quantity of Texas and Louisiana crude oil consumed as fuel is estimated at 9,000,000 barrels. In the Kansas-Oklahoma field the consumption of crude oil for fuel was

about 2,000,000 barrels, and in California it is estimated at 50,000,000 barrels. In all, nearly 62,000,000 barrels of crude oil were consumed in 1911 as fuel.

Vessel shipments of oil from Port Arthur, Sabine and Beaumont in 1911, amounted to 11,937,589 barrels, averaging very close to a million barrels per month. More than five-sixths of the total quantity was loaded at Port Arthur, the movements from this important refining center being 9,989,884 barrels. In 1910, the vessel shipments from the three ports were 10,708,396 barrels, indicating an increase in 1911 of 1,229,183 barrels. During October and September, 1912, the oil shipments from the Gulf Coast were as follows: From Port Arthur, Tex., September, crude oil, 117,264 barrels; refined oil, 939,497 barrels; October, crude oil, none; refined oil, 713,057 barrels. From Sabine, September, crude oil, 116,435 barrels; refined oil, 98,932 barrels; October, crude oil, 83,120 barrels; refined oil, 58,365 barrels.

The natural gas industry, so far as the development of new supplies is concerned, is growing in Western Louisiana and Eastern Oklahoma, and is declining in Kansas, Central Oklahoma and the older Eastern fields. The production of natural gas in Kansas in 1910 amounted to 59,380,157,000 cubic feet, valued at \$7,755,367. In 1909, the production was 75,074,416,000 cubic feet, valued at \$8,293,846. This decrease was compensated for by piping gas from Oklahoma in 1910. The Kansas production of 1911 was 38,799,406,000 cubic feet, valued at \$4,854,534, showing a decrease of 20,580,751,000 cubic feet, valued at \$2,900,833, as compared with the production of 1910. The total consumption of gas in Kansas and Missouri amounted to 81,929,740,000 cubic feet, valued at \$9,163,863, as against 77,887,458,000 cubic feet, valued at \$8,356,076 in 1909.

The greater portion of the gas consumed in Kansas was utilized for industrial purposes. It is estimated that the consumption of gas at zinc smelters in Kansas in 1910 amounted to 16,992,580,000 cubic feet, supplying domestic consumption at cement plants amounted to 10,726,940,000 cubic feet, valued at \$530,060; the consumption of gas at brick and glass works was 4,384,019,000 cubic feet, valued at \$209,318. Much of this gas was not metered, and the figures given are considered approximate. The total value of gas consumed for domestic purposes in 1910 was \$5,202,914, as compared with \$4,923,702 in 1909, the average price per 1,000 cubic feet

being 21.9 cents in 1910, and 20.6 cents in 1909.

The report shows that 587 wells were drilled in Kansas in 1910, of which 392 were productive and 195 were dry. A total of 423 wells were abandoned during the year, the number of productive gas wells at the close of the year being 2,107.

Missouri.

The natural gas situation in Missouri remains unchanged. The gas wells of the state are all shallow, ranging in depth from 100 to 460 feet. At the close of the year 1910 there were 49 gas wells in the state, the majority of which were used by the owners of the wells for their own consumption. A few wells were used to supply domestic consumers in Belton, Cass County, and Rich Hill, Bates County. The gas wells of this state are located in Cass, Bates and Jackson counties.

The total value of the gas consumed in the state in 1910 was \$12,611.

Oklahoma.

Since the annulment, early in 1909, of the state law prohibiting the pipeage of gas from Oklahoma, the development of the natural gas industry of this state has progressed with great rapidity. During the year 1910 a total of 161 wells were drilled, of which 93 were productive of gas and 58 were dry holes, making the total number of gas wells 502 at the close of the year. Many of these wells are of large volume, and at the present time millions of feet of gas are closed in, awaiting a market. However, a considerable quantity of gas was piped out of the state in 1910, supplying domestic consumers of zinc, cement and other industrial plants in Kansas and domestic consumers and mines and mills of the Joplin district, Missouri.

The total quantity of gas produced in Oklahoma in 1910 was 50,429,646,000 cubic feet, valued at \$3,490,704, as compared with 28,036,976,000 cubic feet, valued at \$1,806,193 in 1909, the gain in production and value being nearly 100 per cent. The total quantity of gas consumed in the state of Oklahoma in 1910 was 27,880,063,000 cubic feet, valued at \$2,082,208, as against 25,223,934,000 cubic feet, valued at \$1,743,963 in 1909. The average price of gas per 1,000 cubic feet consumed in the state in 1910 was 7.46 cents, as compared with 6.91 cents in 1909. The greater portion of the gas utilized in the state in 1910 was consumed for industrial purposes, amounting to 22,482,779,000 cubic feet, valued at \$1,169,250, the quantity of gas consumed for domestic

purposes aggregating 5,397,284,000 cubic feet, valued at \$912,958.

In 1911, there were in Oklahoma 718 gas wells, with a product valued at \$2,092,603.

In the vicinity of Poteau, Okla., are a dozen or more very large gas wells from which the towns of Poteau and Howe are supplied with fuel and light. The present production is sufficient to supply a city of 100,000 inhabitants. Fort Smith, Ark., obtains its fuel and light supply from Massard Prairie, a gas field only a few miles distant.

A recent bulletin issued by the Geological Bureau of the University of Texas shows that there were about five and a half million cubic feet of natural gas produced in Texas

during 1911, valued at \$1,000,000, the greater part of which came from the North Texas field, comprising Clay, Wichita, Wilbarger and Baylor counties.

The report shows 226 active wells in the four counties, which are supplying Fort Worth, Dallas, Arlington, Alvord, Bellevue, Bowie, Bridgeport, Byers, Dalworth, Grand Prairie, Henrietta, Irving, Rome, Sunset, Petrolia and Wichita Falls with natural gas. It is likely that during the next few months there will be a marked increase in the number of cities and towns in North Texas using natural gas, among them Denison, Sherman, Denton, Gainesville, Cleburne, Vernon, Chillicothe, Quanah and Amarillo.

Opportunities for Business

Parties seeking new locations for mercantile or manufacturing enterprises are cordially invited to correspond with the Industrial and Immigration bureau of the Kansas City Southern Railway at Kansas City, Mo. There are good openings for business in nearly all the towns on the line, and if reliable information concerning any particular branch of business or industry is desired it will be a pleasure to supply the same or put the correspondents in touch with parties who have the desired information. The following named towns have expressed a desire for the location of enterprises mentioned below:

Amoret, Mo., Bates County—Population 600. Grain, live stock and fruits. Good openings for smaller industrial enterprises. Abundant coal in the vicinity which should be mined.

Amsterdam, Mo., Bates County—Population 700. Coal in the vicinity to be mined; oil and gas abundant. Openings for manufacturers in various lines. Grain and live stock, hay and feed principal products.

Anderson Mo., McDonald County—Population 1,000. Grain, live stock, berries and fruits, hardwood timbers, etc. Needed: A hardwood manufacturing plant, ice and cold storage plant, a cannery, an up-to-date hotel.

Beaumont, Texas, Jefferson County—Population 1912, 25,012. Lumber, rice, oil, wholesale merchandise and manufactures. Good location and abundant raw material for a wagon factory, box and crate factory,

cooperage plant, brick plant and small packing plant for poultry, cattle and hogs.

Cleveland, Mo., Cass County—Population 400. Grain, hay and live stock. Needed: A well-stocked general merchandize store, also a furniture and undertaking establishment.

De Queen, Ark., Sevier County—Population 4,793. County seat. Cotton, grain, live stock, lumber and great quantities of fine fruits. Needed: A cannery, brick manufacturing plant.

Drexel, Mo., Cass County—Population 1,150. Grain and live stock, dairy and poultry products. Needed: Electric light and waterworks system.

Fort Smith, Ark., Sebastian County—Population 32,973. Wholesale and retail merchandise and manufacturers. Will donate suitable factory sites to bona fide and desirable manufacturing enterprises. Needed: A small meat-packing plant, a creamery, a box and crate factory. Drain tile works.

Gentry, Ark., Benton County—Population 1,300. Grain, live stock, fine fruits, poultry and eggs. Needs: Cold storage plant, gents' furnishings store, shoe store, brick manufacturing plant.

Goodman, Mo., McDonald County—Population 450. Fine fruits, live stock and poultry. Needed: A canning plant.

Gravette, Ark., Benton County—Population 1,250. Grain, live stock, fine fruits, berries, poultry and eggs. Needed: A cannery, an ice and cold storage plant.

Horatio, Ark., Sevier County—Population 1,525. Peaches, grains, cotton, live stock, etc. Needed: Hardware store, a cannery.

Joplin, Mo., Jasper County—Population 32,037, suburbs 15,963. Lead and zinc mining, wholesale and retail merchandise, manufactures of many kinds. Needed: Wholesale furniture establishment, furniture manufacturing plant, wholesale hardware, jobbing and wholesale houses in any line except groceries.

Leesville, La., Vernon Parish—Population 5,000. County seat. Lumber, cotton and live stock. Needed: Brick manufacturing plant, hardware, sawmill.

Mea, Ark., Polk County—Population 5,000. Grain, Cotton, live stock and fruits. Needed: A cannery, a hardwood manufacturing plant, brickyard, ladies' dress good and furnishings store.

Ravanna, Ark., Miller County—Population 400. Cotton, live stock and lumber. Need-

ed: A good general merchandise store; blacksmith, woodworker, brick, tile and pottery plant, cannery.

Texarkana, Ark.-Tex., Miller and Bowie Counties—Population, 26,000. Needed a canning factory, basket and crate factory, handle factory, wood working plant of any kind. Cheap fuel, free factory site and excellent transportation facilities.

Waldron, Ark., Scott County—Population 1,500. Cotton, lumber, live stock, etc. Needed: Brick manufacturing plant, hardwood plant, cold storage, gents' furnishings store.

Watts, Okla., Adair County—Population 400. Railway division point. Needed: Gents' furnishings store, steam laundry, hardwood manufacturing plant, cannery, fruit evaporator, newspaper, vinegar factory.

Winthrop, Ark., Little River County—Population 800. Cotton, grain, live stock hardwood lumber. Needed: Small cannery, brickyard, planing mill.

Service of the Railways and of the Farms

For every 100 miles of railway main track in 1900 there were 129 miles in 1910. For every 100 acres of improved farm land in 1900 there were 115 acres in 1910; for every 100 acres devoted to crops in the former year there were 110 in the latter. That is, during the census decade, the latest period for which official statistics are available, the railway plant increased at over double the rate of the agricultural plant.

For every 100 ton-miles in 1900 there were 180 in 1910; for ever 100 passenger-miles there were 202. For every 100 bushels, bales or pounds of the ten principal crops in the former year there were 109 in the latter. That is, the output of the railways increased at a rate over ten times as great as that of the farms.

Measured per mile, the output of the railways increased 40 per cent and 57 per cent, respectively. Measured per acre, the output of the ten crops averaged a decrease of about 1 per cent. That is, the output of the railways per unit of plant increased by one-half, while the output of the farms per unit of plant averaged a decrease.

The population in the ten years increased by about sixteen million persons, or 21 per cent. Measured per inhabitant the ton-miles of the railways increased 49 per cent

and the freight revenue 52 per cent, the passenger-miles 67 per cent and the passenger revenue 61 per cent. That is, the work performed by the railways and the money received by them increased at very nearly the same rate. Measured per inhabitant the output of the ten principal crops ranged from a decrease of 21 per cent to an increase of 20 per cent, while the farm value increased from 34 to 83 per cent. For example, the relative supply of corn that was 100 bushels in 1900 was 79 bushels in 1910, the relative farm value of corn that was \$100 in 1900 was \$144 in 1910. That is, while the supply of corn per inhabitant fell off 21 per cent, the value of the supply per inhabitant increased 44 per cent. In the same relation the supply of wheat fell off 14 per cent while its value increased 47 per cent, the supply of cotton fell off 8 per cent while its value increased 80 per cent.

In 1910 one thousand bushels of the seven principal food crops could purchase over 25 per cent more of commodities in general, and 50 per cent more of transportation than in 1900; but conversely, the purchasing power of the receipts from one thousand ton-miles fell off 13 per cent, and that from one thousand passengers-miles fell off 19 per cent.

Many Farmers Needed in Oklahoma

(From Interstate Farmer, Enid Wichita.)

Good land in the rain belt is getting to be a scarce article. Iowa and Illinois land has jumped up to \$150 to \$250 per acre in the last few years and you cannot buy a good farm in eastern Kansas or Missouri for less than \$75 to \$100 per acre. The best farms are as a rule not for sale at any price. In Oklahoma the best improved farms and the best developed farming lands are in the central and west portions, representing the eastern half of what was Oklahoma Territory, roughly speaking. It is in this section also that the largest bodies of smooth, tillable land are found. However, the rainfall is heavier in the eastern portion of the state, or the old Indian Territory part. The altitude is also considerably lower and the atmosphere consequently more humid. At Muskogee the altitude is about six hundred feet, and the average annual precipitation about forty inches; but altitude increases and precipitation decreases as one travels westward until at Enid the altitude is more than twelve hundred feet and the annual rainfall about thirty-one inches on an average. At Woodward the altitude is two thousand feet, and the average annual rainfall about twenty-five inches. And while, as stated, the largest bodies of smooth land and good soil are in the central and vast bodies of the finest kind of agricultural land in the eastern section. Some of the bottom lands there are probably as good as lie west of the Mississippi, and much of the upland prairie is also extremely good. There is a great deal of second and third class land also, and the man who goes into that section for the first time will do well to be very careful and not get in a hurry to buy. The heavy rainfall and humid atmosphere in average years causes a luxuriant growth of grass and foliage on land that under more unfavorable conditions would show up very poorly; and sometimes this kind of land is a disappointment when placed under cultivation. But there is no occasion to get "stung" if a man will use his head. Furthermore, there are millions of acres of proven land available for thrifty farmers, and at prices much lower than similar land can be bought for most anywhere else.

Eastern Oklahoma has not progressed agriculturally like the central and western portions have. The reason for this is the

difference in the manner of settlement. Most of Oklahoma Territory was opened at the crack of a gun, the settlers making a grand free-for-all race for the claims. This resulted in immediate and complete settlement by the hardiest classes of men in the whole country; men who were able to ride good horses, and who wanted homes bad enough to go out and make a supreme effort to get them. These men at once began the work of cultivating the soil and building homes, and the results of the past twenty years, while marvelous, were but the natural consequence of that kind of settlement. On the other hand, Indian Territory has been held back on account of difficulty in getting land titles. There was no homestead land there for anybody but Indians and freedmen. Restrictions were placed and kept on the lands of the allottees, and until recently it was not safe to buy anything. Furthermore the presence of so many negroes and people of mixed blood deterred men from taking their families in there in countless instances. But all these things are being gradually overcome, and the time is not far distant when rural conditions there will be as good as in other portions of the state. In many places this is the case now.

Farming Interests Secondary.

Another thing that has in a large measure caused agricultural development in eastern Oklahoma to lag is the oil, gas and coal development. These things have offered so much larger immediate returns that most of the capital and the efforts of pushing, progressive men have been attracted in that direction, instead of toward the promotion and development of the more certain, substantial end enduring calling of farming and live stock raising. Were it not for the oil and gas development, it is safe to say that the price of farming land would be much higher than it is now because the men who are now punching holes in the ground in search of oil would be developing it. This feature, however, is to the advantage of the man who is looking for good agricultural land at a reasonable price.

Good Farmers Needed.

The greatest need of eastern Oklahoma is good farmers. If the eastern one-third

of the state was as well farmed as the western two-thirds, its annual production would be more than doubled. In fact, the rich valleys and prairies of the old Cherokee and Creek nations have hardly made a start toward the agricultural production they are capable of. There are a few good farmers, but compared to the great wheat, corn and alfalfa belt in the dozen or fifteen counties surrounding Enid for instance, they are very few. There is too much tenant farming. Many of these tenants, if they owned the land they till, would develop it creditably, while others never will make good farmers. Too much of the land is owned in large bodies by men who live in the cities, and who either let it lie, or farm it indifferently through the tenant system. However, much of this land—we might say most of it—is for sale, and at prices that are low compared to that of similar land elsewhere.

Many Natural Advantages.

The bottom lands, and much of the prairie lands of eastern Oklahoma, are corn lands. They are rich and deep. Quite a lot of the upland is underlaid by hard pan or rock, but most of it is splendid hay land. Land in the 35-inch rainfall belt will yield twice as much hay or pasture as the same kind of land where the annual precipitation is ten inches less. And land that will produce corn successfully will also produce practically all other crops suitable to the latitude.

In nearly all localities wood and coal are very cheap; wood can usually be had for the hauling. Natural gas is also frequently available for farmers' use. Much of the land is underlaid with coal, oil or gas. Building stone is plentiful. Good markets are accessible. On the whole, the natural advantages are splendid.

Better Than a Wild Goose Chase.

Thousands of men have in the last few years, invested in land in distant states and even outside of the United States, with the intention of ultimately making their homes on the same. Ninety-nine per cent of these would have shown far better judgment had

they looked over Oklahoma first. Good land can be bought in eastern Oklahoma? not only at low prices, but on terms that are extremely favorable, especially if the purchaser is a practical farmer, and intends to occupy the land and build a permanent home.

What Should Be Done.

The men who own large bodies of agricultural land in eastern Oklahoma should organize and make a concentrated effort to get good farmers interested. The commercial bodies of the towns and cities should do likewise. They should arrange wherever possible to segregate the negroes and mixed bloods, or at least block out bodies of land in various localities, and assure purchasers that the farm contiguous to theirs would be occupied by a desirable class of people; by men who would join in the development of the section along genuine home-building lines. Tenant farming is not conducive to prosperity and idle land is worse than useless. Speculation on too large a scale is a curse. All good land should be occupied and used.

On the other hand, if a dozen or more families desire to buy farms for permanent homes, and wish to be assured of a good and harmonious neighborhood, they could, by the option route, soon block out the foundations for a community such as they now enjoy the benefits of.

The writer does not wish to be misunderstood: There are already numerous enterprising communities already built up, and some of the best people in the whole country right now residing on eastern Oklahoma farms. The average character of the citizenship is steadily improving. The schools, the roads and public enterprises of every kind are on the up grade. But the conditions referred to exist in various degrees in many places where the land is not only the best, but the cheapest.

Taken as a whole, the opportunities in eastern Oklahoma, from an agricultural and live stock standpoint, are without doubt better than in any other part of the United States, or in the world, for that matter.

McDonald County, Missouri

McDonald County is in the extreme southwest corner of Missouri and borders on the states of Arkansas and Oklahoma. Its area is 580 square mile, or 371,000 acres. It is more hilly than other counties in Missouri, but about one-half of the area is well suited for general farming operations. It was originally heavily timbered and only 38,000 acres of this area is prairie land. Most of the smoother land is in the northern half of the county, more or less rough, broken land being found in the southern half, along the Elk and Indian rivers and Buffalo and Sugar creeks. The uplands are generally gravelly but fertile, and the bottom lands along the creeks and rivers are as fertile as any lands in the state. The water supply is most excellent, being very abundant and of the best quality. Great springs are found everywhere, the numerous streams flow over gravelly beds and are perfectly clear and are full of game fishes. The natural pasturage is exceptionally good and forage can be produced at very small cost.

General farming is the engrossing pursuit of the greater part of the population, but within a few miles of the railway station a magnificent fruit, truck, berry and poultry industry has been developed and is steadily growing. The population of McDonald County in 1910 was 13,539, and the altitude of the county varies from 1,000 to 1,500 feet. Pineville, seven miles east of the Kansas City Southern railway, population 600, is the county seat. Along the Kansas City Southern railway are the following named towns: Goodman, population, 350, south of Kansas City 185 miles altitude 1,257 feet; Anderson, Mo., incorporated, population 950, south of Kansas City 192 miles, altitude, 904 feet; Elk Springs, population 75, from Kansas City 197 miles, altitude 1,000 feet a noted fishing resort; Lanagan population 500, from Kansas City 195 miles, altitude 854 feet, and Noel, population 500, from Kansas City 201 miles, altitude 826 feet. Noel is the Mecca for all fishermen resident within 200 miles.

The agricultural and industrial activities are shown in the report of the State Bureau of Labor Statistics for 1912. The following is a record of commodities shipped out of the county by freight and express:

Live stock—Cattle, 2,180 head; hogs, 9,250; horses and mules, 80; sheep, 1,760; goats, 1. Farmyard Products—Poultry, alive, pounds,

249,830; poultry, dressed pounds, 875; eggs, dozens 406,230; feathers, pounds, 100. Apiary and Cane Products—Sorghum molasses, gallons, 129; honey, pounds, 573. Farm Crops—Wheat, bushels, 3,000; hay, tons, 144; popcorn, pounds, 35; nuts, pounds, 17; vegetables, pounds, 17,041; sweet potatoes, bushels, 102; canned vegetables, pounds, 790. Fruits—Miscellaneous, fresh, pounds, 400; melons, 145; strawberries, crates, 57,120; dried fruit, pounds, 68,030; apples, barrels, 4,757; raspberries, crates, 3; cantaloupes, crates, 223; blackberries, crates, 70; peaches, bushels, 19. Nursery stock, 215 pounds. Wool, pounds, 21,300. Dairy Products—Butter, pounds, 14,823; milk and cream, gallons, 6,184. Forest Products—Lumber, feet, 1,160,250; logs, cars, 3; railroad ties, 36,000; piling, cars, 4; fence and mine posts 155,000; cordwood, cords, 600. Game, 50 pounds; fish, pounds, 5,645. Gravel and ballast, cars, 1,132. Mill products—Flour, barrels, 1,283; feed and chops, pounds, 115,000. Liquid Products—Vinegar, 40 gallons; cider, 2,400 gallons. Hides and pelts, pounds, 31,267; dressed meat, pounds, 862; lard, pounds, 67; junk, cars, 1.

The total taxable wealth of McDonald County is assessed at \$3,221,535. The real estate values amount to \$2,323,445. The live stock of the county consists of 5,965 head of horses, valued at \$248,085; 1,389 mules, valued at \$63,915; asses and jennets, 100, values at \$4,500; 1,070 head of cattle, valued at \$112,265; 5,423 head of sheep, valued at \$9,230; hogs, 18,775, valued at \$37,500, and miscellaneous stock, valued at \$890. Real estate and personal property are assessed at about one-fifth of their actual value.

The number of school districts in the county is 76 and 101 teachers are employed with a salary roll of \$27,291.79. The school population numbers 4,887. The average tax levy for school purposes is 67 cents on the \$100 valuation.

Compared with other counties in Missouri, McDonald County is thinly settled, though the social conditions, the public school system, churches, roads, trading facilities are good and are being constantly improved. Lands are cheaper here than anywhere else in Missouri, and the income per acre is rather better than the average. All things considered, McDonald is a very good county to live in, and the seeker after a new home should by all means carefully examine its resources on the ground.

Railway Economics

Scores the Contingent Fees.

Dr. W. E. Sturgis, of San Angelo, Texas, read a paper before the State Medical Association in its annual meeting at Amarillo, in which he scored unmercifully that class of the medical fraternity who make a profession of giving "expert testimony in damage suit cases for a part of the damages when such are collected from the railroads.

Dr. Sturgis emphatically stated that about 85 per cent of the "incurable" cases are permanently cured when the salve of a good, healthy damage fee is collected by the "incurable."

The people of Hunt County, unfortunately, are only too familiar with the fact that what Dr. Sturgis states is, in a measure, true in our own little bailiwick.

The contingent fee is not only unwholesome for the medico, but is equally unwholesome for the attorney and his general line-up of "contingent assistants."

The contingent fee is simply a part of the damage to be collected and is usually half the said damage at this particular county seat. This half can be divided with medical or other assistants in smaller percentages until forces and powers with a financial interest at stake are brought to bear in the interest of the "poor unfortunate and permanently maimed" victim who has suffered at the hands of a heartless corporation, that apparently wears a smile while fattening on the blood of the down-trodden citizenship of the land until an ordinary jury is overwhelmed with the earnestness and "truthfulness" of all this "disinterested" force who are fighting for humanity against the great heartless corporations of the land.

This "contingent fee" business even goes so far that printers are offered brief printing at a double price when a suit is won and no fee when said suit is lost. If the said printer also prints a newspaper he is likely to at once grow wonderfully sympathetic with "permanently maimed humanity" whose permanent injury can be thoroughly established out of the mouth of a great medical "expert" whose "contingent" fee in the case is about twelve times the size of his own, and the public fails to get a fair and impartial account of this case in which there are various and sundry "contingent" fees involved along

with the unfortunate victim who has suffered a collision with a railroad.

We need a legislature that will put a crimp in contingent fees. Not that we believe that all "contingent" fees are tainted, far from that.

The contingent fee in damage suits is well high universal in Texas, and there are hundreds of the most capable and upright lawyers who take them and associate none other than honorable actions with their conduct. But still, lawyers are just made out of clay, and some of them of a rather moderate and exceedingly pliable product of the earth. Hence, the honorable man is not hurt and the ambulance chasers and other unrighteous adjuncts of this system are estopped from their unholy action when this "contingent fee" is cut out.

Dr. Sturgis complains of the low level to which this system brings his profession, but his profession is only a part. We grant that it is a most important part, but that is nothing uplifting about the contingent fee anywhere, and if carried to its logical conclusion, the hired man will soon be conducting some scheme with a set of pettifoggers to rob his landlord when the said hired man happens to be without character.

Every citizen would profit by a wholesome adjustment of the growing damage suit industry, and it is high time legislation was forthcoming along this line.

When a doctor visits a patient, he doesn't promise to do the work free if he dies and charges \$50 if he lives. He just makes a decent charge for his service and collects whether he plants his man or not.

A lawyer does not promise a criminal to do his work free if he goes to the pen and charges \$500 if he saves him. He just takes a mortgage on his horse, cow and pigs and sells them after his man gets in the pen.

There is no reason why a legitimate fee should not be charged for all professional service rendered and this is perfectly wholesome while the contingent fee is questionable.

That which is wholesome should always be preferred as against that which is questionable.—Greenville Messenger.

ADDRESS GIVEN AT THE SIXTH ANNUAL DINNER OF THE MILWAUKEE TRAFFIC CLUB.

By. J. F. Holden, Vice-President, Kansas City Southern Railway Company.
Gentlemen of the Traffic Club:

This is a day of much discussion, and, undoubtedly there is much to discuss. We have gatherings of religious bodies discussing the rights of the people from a Christian point of view and resolutions are adopted which have in view the amelioration of the people at large. We have large political gatherings, where the word **Progressive** is much in evidence, and the wants and needs of the people constitute the slogan under which ambitious political leaders hope to attain the places so much desired. The cry of the day is for everything that is not, and against everything that is.

Without question there are some great men who believe, down in their souls, that everything is not yet accomplished for the living of the true life. And, on the other hand, there are a number of men who are following this lead, not so much for the benefit they may confer upon their fellow men as for their own preferment; in other words, they are simply after the loaves and fishes.

Out of all this discussion, however, there certainly is coming a more sensitive consciousness, a feeling of greater responsibility upon each and all of us not only for our conduct in living, but our conduct in business.

There is a word standing out in large letters before us all, namely, **RESPONSIBILITY**.

A few years ago we people, engaged in the railroad business, felt that when we fulfilled our responsibility to the stockholders and owners of the properties our work was done. But, gradually, it has been forced upon us that our responsibility does not cease there; that we are responsible to the public at large for the transaction of the great transportation industry of the country, and that we are no longer servants of the owners of the properties, but servants of the public.

The next question—admitting, of course, our responsibility to you and to the shipping public at large, and not only the shipping public but the ninety million people of the United States, is—who is going to take up the burden of being responsible to see that railway properties are maintained; that the money invested therein gets a fair return, and that the additional money required for greatly needed improvements is forthcoming?

The railroads of the United States, unlike some of the railroads of older countries, were not built by the Government, but by private funds, aided, of course, in many ways, by bonuses from cities, towns, villages and other communities.

In 1859 we had 28,000 miles of railroad; in 1910 we had 266,000 line miles of railroad, not including second, third or fourth tracks, yards or sidings, which indicates that in 50 years we built 238,000 miles, or enough to circle the earth ten times.

It would be foolish for anyone to state that these railroads were built with private funds as a philanthropic measure, simply to build up our country. Everyone knows they were built in the full belief that they would be good investments, which would give the owners handsome returns—the very same reason for which thousands of people went into the West and took up cheap lands—with the hope that riches and their incident prosperity would be the reward.

Almost everybody is familiar with the construction of these Western railroads; the hurry to complete; the rejoicing of the people upon their completion; the very crude condition of the lines which were operated; the scramble for business; the disappointment of the stockholders; many receiver-ships; the struggle of certain shippers to get on the preferred list, and all sorts of things that might be compared to the diseases belonging to infancy.

We have finally gotten through these conditions, and are now in what might possibly be considered the youth of the transportation business of our country, and, naturally, we are in much doubt as to what full manhood will bring forth.

I think that almost all the railroad officials are giving the question of the future serious consideration, and are hoping that our masters, the public, will also look deeply into the future, and become acquainted with the needs of our transportation business. Only recently the Interstate Commerce Commission called attention to the continued large number of deaths and injuries on our railroads. Congress is congested with bills introduced, requiring that all passenger cars be constructed of steel; that all railroads be equipped with block systems; that grade crossings be abolished, and several other measures, all of which means large expenditures of money. Railroad men do not contend that such things are not necessary; in fact, they go further than this, not only admitting the necessity

of these things I have mentioned, but seeing a great many more needs staring them and the public in the face, such as larger terminal facilities at all large points, double track at a great many places where single track is no longer adequate to take care of the traffic, thousands of additional locomotives, hundreds of thousands of additional freight cars, and many other things, that to them seem to be absolutely necessary to serve the public satisfactorily.

If you will look at the growth of the railroad business in this country in the past ten years, as evidenced by the reports of the Interstate Commerce Commission, you will find that while the population increased only 21 per cent the railroads increased their track facilities 36 per cent, their ton miles of freight carried 80 per cent, their passenger miles of passengers carried 100 per cent, their locomotives 57 per cent in number and 106 per cent in tractive power, their freight cars 56 per cent in number and 71 per cent in tonnage capacity, and their passenger cars 35 per cent in number and much larger and better cars, equipped with all modern improvements. While doing all this they increased their capital stock about 26 per cent, funded debt about 58 per cent and their equipment notes 48 per cent, the total increase in capitalization being approximately five and a half billion dollars.

The Railroad Securities Commission, of which Hon. Arthur T. Hadley was chairman, appointed by President Taft, in accordance with Section 16 of the Act of Congress, approved June 18th, 1910, have this to say about the future:

"There is a widespread belief, based on imperfect examination of the evidence, that the amount of capital needed for the future development of our railroad system is small in proportion to that which has been required in the past; that the profits on such added investments of capital are reasonably well assured; and that we can, therefore, fix attention predominantly, if not exclusively, on the needs of the shipper without interfering with the necessary supply of new money from the investors.

"It is quite possible that the building of additional railroad mileage will be far less rapid in the future than it has been in the past, but the capital needed for the development and the improvement of the mileage already existing is enormous, even if we built no new mileage at all. The outstanding stock and debt of the railways in the United States averages less than \$60,000 a mile of line. This figure is bound to be greatly increased in the immediate future.

As our population grows denser, we shall need more and more to approximate European standards of construction by the increased amount of double track, the abolition of grade crossings, the development of station facilities, both for passengers and for freight, and many other improvements scarcely less fundamental. While our railroads are perhaps even better equipped than those of Europe for the economical handling of large masses of long distance freight, they are far from being adequately provided with appliances to secure the convenience of the public or the safety of passengers and employees. The cost of all these things is very great. The average capitalization per mile of railroads in Germany is \$109,000, in France \$137,000, in Belgium \$177,000, in Great Britain \$265,000; and, contrary to the commonly received opinion, much of this excess of cost as compared with American roads, is due to other causes than the price of real estate—an item in which our companies have had a great advantage. The cost of European roads has been largely due to improvements which we have not yet made and many of which we must make in the future as population grows denser. The thousands of millions of dollars needed for these purposes must be raised by the sale of securities."

Here are the great transportation facilities of the country, which cannot be curtailed in the slightest degree without loss to our commerce, and value in almost every possession owned by us as individual American citizens; more vital to our commerce and life itself than any other possession, now at a point in their existence where they must either go forward or backward. Everybody is convinced that the railroads are the servants of the people; the State and Federal Commissions, representing the people, governing their income, and only recently we have evidence of where the Government stepped in and also had something to say about the expense, in the way of wages, that should be paid.

We are a progressive country. Our census report indicates, for the ten years ending 1910, that the gross value of our manufactured products increased a little over 78 per cent, or from eleven and a half billion dollars to twenty and a half billion dollars; the value of our farm lands and buildings increased 109 per cent, or from sixteen billion six million dollars to thirty-four billion eight million dollars, the largest increase, of course, being in the territory served by the Western railroads. And no one would be bold enough to say that we

now have reached the apex of our business wealth and prosperity, and I think everyone who has given the matter a thought, will admit, in considering our continued growth, that transportation service is one of our absolute necessities, and that the question with everybody in the nation should be, as to how we shall get this extended transportation service. We cannot sit down and say, "Oh, somebody will provide it," because we know that additional service can only be furnished with money, and that the man who has the money is not today looking toward investments in railroads when it is known that the Interstate Commerce Commission's report for 1910, on page 55, states that only 66.71 per cent of the stock of the railroads paid dividends, and that on such percentage the average was only 7.50 per cent, the remaining 33.29 per cent of the outstanding railroad stock paying no dividends whatsoever. The Railroad Securities Commission, before referred to, states:

"The ratio of interest and dividends to outstanding bonds and stocks of American railroads is not quite four and a half per cent in each case. The average ratio of dividends to the capital of national banks is between ten and eleven per cent."

Consequently, the man who has money would invest it in national bank stock, rather than in stock of a railroad, and if no national bank stock available he could invest it in manufacturing where the dividends, as a rule, are equally as good, it being estimated that in 1910 the dividends of all manufacturing in this country were approximately 12 per cent on the total capitalization.

In order to keep pace with the business of the past ten years, it appears that the railroads borrowed, according to the reports of the Interstate Commerce Commission, in the neighborhood of three billion dollars in the nature of bonds, two hundred and ninety-three million dollars in the nature of equipment notes, and issued two billion dollars in stock, a total increase in capitalization of five and a half billion dollars, against an increase of capitalization in manufacturing of ten billion dollars.

It is fair to assume that the business of the country for the next ten years will increase in a like proportion, and, in order to take care of the same, without giving the public much better service than it has received during the past ten years, the railroads will have to sell another five billion dollars worth of securities, or five hundred million dollars per year. Who is going to furnish

the money? Let me say that I believe it will be forthcoming only when the citizenship of this country come to the conclusion that they have a responsibility to the transportation interest, equally as much as the transportation interest has a responsibility to the public; in other words, we are all to be partners in the development of this country, its growth and prosperity, and have duties toward each other that cannot be neglected. None of us can selfishly demand of the Federal or State authorities, either through legislation or through commissions, advancement of our own particular interest to the neglect or detriment of the interests of all.

I do not plead that the railroads be exempt from regulation, but I do plead that in the administration of this regulation, due consideration and thought be given to the interest of the transportation business, which is exceedingly vital to our progress and prosperity.

Make Land Produce Twice as Much as Is Obtained By Americans.

(Associated Press.)

Berlin, Feb. 8.—The soil of a great portion of Germany is little but sand and it has been tilled for centuries, but on this poor land German farmers are today raising in some crops more than twice as many bushels per acre as the American farmer, and in all crops from 60 to 80 per cent more.

Statistics just issued show an average yield of wheat of 31.5 bushels for Germany, against 12 5-6 for the United States. The German farmer takes 29 bushels of rye from the acre where the American gets but 16; 38 bushels of barley against 21½; 51 bushels of oats against 25, and 158 bushels of potatoes against 83. In the last twenty-five years the average acre yield of wheat has been increased 57 per cent, rye 73.5 per cent, barley 51.9 per cent, oats 80.7 per cent, potatoes 61.4 per cent, and hay 52.8 per cent.

An interesting corollary to these figures are the statistics showing the use of artificial fertilizers in Germany. In 1911, 2,653 pounds of potash salts were used on the square kilometer of Germany's tilled land, compared with 311 in America. Germany's consumption of sodium nitrate increased 1,263 per cent in the thirty years from 1880 to 1910, while the world's production increased but 888 per cent.

Miscellaneous Mention

Uncultivated Farm Lands.

In the arid and semi-arid region covering most of the states lying between the 102d meridian and the west coast range of mountains are vast areas of land which are classed as agricultural land because in favorable seasons they do produce a crop, but as a matter of fact are so frequently visited by unfavorable seasons, as to make general farming a precarious undertaking, except where water is available for irrigation. The known water supply of the arid region will not, however, irrigate one per cent of the area involved if every available source of water supply be utilized. The favorable and unfavorable seasons alternate in periods of about four and one-half years. In the favorable seasons the rainfall is scant, as compared with that of the country east of the 102d meridian, yet there is some moisture and this can be conserved by dry farming methods. In the unfavorable seasons there is not enough moisture to conserve and the usual result is three or four years of consecutive crop failure. Raising live stock and growing forage crops in favorable seasons generally yields a profit but as a general farming proposition past experiences have shown that it is precarious.

In the southwestern group of states, Missouri, Oklahoma, Arkansas, Louisiana and eastern Texas, are great acreages of uncultivated lands situated where the rainfall is abundant and well distributed. They are distant from the railway lines ten to fifteen miles and in quality are as good as the best now under tillage. There are millions of acres of rich lands in these states, yet uncultivated for lack of railway transportation. Close to the railways the country is fairly well settled along the older lines of railway, but the states above named need more railway mileage before their great acreage of uncultivated lands will become attractive to homeseekers. Nobody cares to do any pioneering in these days, for it has been already demonstrated that the value of land is not necessarily determined by the number of dollars paid for an acre, but rather by the facilities offered for the successful marketing of the products obtained from the land and in this direction railway transportation is indispensable.

Kansas City Southern Railway Eating Houses.

Among the numerous problems confronting the management of a railway is the securing and maintenance of an adequate system of eating houses with which the traveling public will be satisfied if not pleased. The management has been fortunate in securing the services of the Brown News Company of Kansas City, Mo., for the operations of its eating houses and these are now maintained in "up-to-date" style calculated to please those who travel. The service is excellent and comfortable dining rooms or eating houses are maintained at Kansas City, Joplin, Mo., Sulphur Springs, Ark., and Heavener, Okla., Texarkana, Ark.-Tex., and De Quincy and Shreveport, La., being so located that the trains reach these stations during the ordinary meal hours, with time tables so arranged that the meals can be eaten with comfort and pleasure.

\$300,000 Worth of Pelts Are Sold.

Lake Charles, La., March 3.—Local skin and pelt dealers estimate that during the trapping season that is just being brought to a close skins and pelts valued at close to \$300,000 have been secured and shipped to northern markets. This represents about one-tenth of the total amount sent from Louisiana, the whole state production being set at \$3,000,000. One New Orleans firm alone handled \$750,000 worth.

The money value of the skins taken by trappers in this section would pay for a highway across Calcasieu and Jefferson Davis parishes from east to west, sixty-five miles long. A good many residents along the upper reaches of the Calcasieu River and in the lower parish subsist entirely on the proceeds of three months' work during the trapping season, laying off during the summer or adding to their income by fishing and hunting.

The greater proportion of the season's shipments has consisted of muskrat skins, the little animals being found in abundance in the Cameron Parish marshes. The pelts of the muskrats brings in about 16 cents each. Mink and coon skins, valued at \$3

or \$4, are plentiful, while possibly a dozen other skins have been handled through Lake Charles. Beavers are also said to exist in the northern part of the four parishes, but none have been caught this season, so far as is known.

Growing Tobacco in Bowie County, Texas.

Farmer J. W. Rudy of Rock Creek, who came from the tobacco country of Kentucky about two years ago, writes the New Boston Clarion of his coming tobacco crop. He says:

"I have just commenced 'topping' it and it will be ripe and ready to cut about the 10th of September. The prospects are good for making over 2,000 pounds from a little less than two acres, which is good enough to speak for itself. Tobacco does well here, and will make 1,000 pounds to the acre without fertilizer. I have decided to put some tobacco on exhibit at the state fair. I am raising two kinds, the Havana or Cuban tobacco and the other is a dark, rich leaf known as the stemming kind. Both kinds do well in Bowie County and mature about the first of September, in the field."

One man, E. F. Wilson, derived \$335 from two acres of land; getting out of the ground in one year more than ten times the money the land cost.

Another, Charles, Brunner, came eighteen months ago, paid \$1,500 for fifty acres near the city and planted 2,000 grape vines, harvesting this year a crop of grapes, and besides he is growing other crops on the land while waiting for the vines to come into full bearing.

Tax Collector Hall of Bowie harvested 288 bushels of potatoes and 1,235 bushels of turnips from one acre in one year. He sold the potatoes for \$360 and the turnips for \$93.75, a total of \$453.75 from one acre in one year. Land like that Mr. Hall used can be purchased for \$30 or less.

After selling turnips off one acre for \$166, W. H. Kinnington put the land in cotton, and has prospects of getting a bale, which will bring the total from the acre to \$226.

Cleveland, Mo.

This village is situated in the western part of Cass County, Missouri, on the Kansas City Southern railway, thirty-nine miles south of Kansas City. The country surrounding Cleveland is fertile and productive and the farmers energetic and prosperous. The principal business of the population is general farming, stock raising, dairying and poultry raising.

The village has a bank, three general merchandise stores, one drug store, restaurant, millinery store, barber shop, blacksmith shop, lumber yard, grain elevator, hotel, livery barn, three churches, a fine commodious school building. Land near Cleveland can be had at moderate prices and the country is good to live in.

A syndicate of Pittsburg, Pa., people has leased a large acreage near Cleveland with a view to prospect for oil. Active prospecting and boring for oil is to begin about the middle of May.

Little River County Farmers Ship Peanuts.

Ashdown, Ark., Dec. 17.—The farmers at Wilton, five miles north of here, received pay this week for their first car of peanuts, which they shipped to Shreveport, La. The car brought near \$1,000, or 82 cents per bushel. The best average of the crop was 62 bushels per acre. The record was made by W. D. Waldrop. Farmers in this section are preparing to put in a large acreage the coming year.

Poteau, Okla.

Poteau, Okla., on line of the Kansas City Southern Railway, 327 miles south of Kansas City, Mo., has 3,000 population. Is the County seat of Le Flore County; has 57 blocks of paved streets, telephone, electric light plant, ice plant, natural gas, coal, three railways, three banks, two newspapers, six churches, good schools, opera house, brick and tile plant, saw and planing mill, handle factory, cotton seed oil mill, steam laundry, bottling works and cotton gins.

Poteau now needs a hotel, cafe, wood-working factories, furniture factory, glass plant, foundry, anything that can use cheap fuel, natural gas and the best semi-anthracite coal in America. Chamber of Commerce, through Chas. W. Collins, secretary, can advise more fully.

Creditable Crop Showings in Jefferson County, Texas.

The directors of the Chamber of Commerce of Beaumont, Tex., have authorized the awarding of the premiums in the crop contest held last season. The showing was a very creditable one and assisted materially in advancing agricultural development in Jefferson County. Following are the awards:

Milton Garner, Rosedale, first premium,

largest yield of corn, 62 2-3 bushels per acre; prize, \$50.

Martin Tulp, Winnie, second largest yield of corn, 59½ bushels per acre; prize, \$10.

J. O. Rogers, Port Neches, first premium, largest yield of cotton, 1,700 pounds seed cotton per acre; prize, \$50.

W. T. Block, Nederland, second largest yield of cotton, 1,600 pounds of seed cotton per acre; prize, \$10.

J. C. Jones, China, first premium, largest yield of sweet potatoes, 567 2-5 bushels per acre; prize, \$50.

H. J. Livingston, Port Neches, second largest yield of sweet potatoes, 434.61 bushels per acre; prize, \$10.

AGRICULTURAL-EDUCATIONAL TRAIN OF THE KANSAS CITY SOUTHERN RAILWAY.

This train, in charge of Mr. J. Hollister Tull, agriculturist of the railway company, and in co-operation with the State Agricultural Experiment Station, United States Department of Agriculture, Co-operative Demonstration Workers, State Farmers' Unions and specialists in agricultural and horticultural matters, made a tour from Watts, Okla., to Ashdown, Ark., a distance of 232 miles, for the promotion of agriculture, horticulture and stock raising, between March 11 and March 20. Thirty-one towns were visited, and at each a well-attended farmers' meeting was held. The cultivation of corn, grain, forage crops, fruits, berries, truck crops, cotton and the management of live stock and poultry, the importance of organization for marketing purposes were discussed at these meetings and most of those who attended carried home with them new ideas or were reminded of things they knew and had neglected to their detriment. The tour was a profitable one to all interested.

CARE OF IMPLEMENTS PAYS.

Salina, Kan., Feb. 22.—The benefit to the farmers in taking care of their farm machinery was demonstrated in this county a day or two ago at a sale on the O. Sandberg farm when much of the machinery he had used for years sold for almost as much as it cost when new. One wheat drill he had used for fourteen years sold for \$41.50. The same drill new would cost today about \$60. Every piece of machinery on the Sandberg farm had been given the best of care and every implement sold equally as well as the drill. In Kansas many of the farm-

ers leave their implements in the field where they used them last. They remain there until they want to use them again, possibly the next year. The damage done to implements each year by exposure to the weather on the average farm is about equal to the yield of an acre of wheat in actual deterioration and time lost in repairs, etc.

Kansas City, Mo., March 11, 1913.

Mr. Wm. Nicholson, Immigration Agent,
Kansas City Southern Railway Company,
Thayer Building, City:

Dear Sir—We are so pleased with the returns secured from a one-time page ad in your railroad publication, "Current Events," that we feel you ought to know the wonderful pulling powers of your paper. We have received to date a large number of enquiries from the ad we ran. We have never seen anything like it. We have patronized the weekly farm papers and found our selling cost so high that we had to discontinue them. In fact, our actual sales record is so good that we want to continue our space with you for the next issue on the same copy, after which we shall be pleased to have you see us for new copy.

Yours very truly,
H. A. SPENCER, Publisher.

\$3,000 For Arkansas Pearl.

Several of the best pearl finds in Arkansas were made recently. The top price of the year, \$3,000, is said to have been paid by Wm. M. Corley for a 36-grain pearl of exceptionally fine luster. A. Bullard paid \$1,000 for an 87-grain pearl, one of the largest finds of the year. The gem is of a bluish tint and in shape and size resembles a quail egg. This pearl was found in White River near Calico Rock.—Berryville Progress.

HE HAD A NAME.

Patrick, late over, was working in the yards of a railroad. One day he happened to be in the yard office when the force was out. The telephone rang vigorously several times and he at last decided it ought to be answered. He walked over to the instrument, took down the receiver, and put his mouth to the transmitter, just as he had seen others do.

"Hillo!" he called.

"Hello!" answered the voice at the other end of the line. "Is this eight-six-one-five-nine?"

"Aw, g'wan! Phwat d'ye tink Oi am? A box car?"

Industrial Notes

Ashdown, Ark.—The county court of Little River County, has let a contract for a jail building to cost \$10,000. The United Oil Mills Company is adding four new cotton gin stands, a hydraulic press, engine and boiler and a new building to its plant. Incorporated: The Germania Oil and Gas Company, capital stock \$100,000. Christian congregation has let contract for a church building. R. S. Tilton & Son, new seed and feed store. H. G. Sanderson, two-story brick office building.

Anderson, Mo.—Tax assessment of McDonald County, \$888,110 personal, \$2,323,445 real-estate; total \$3,221,535. Gross business of the town for 1912, \$335,000; value of fruit and poultry shipments, \$92,000.

Beaumont, Tex.—Avery Implement and Machinery Company, new concern, stock \$50,000. Mr. T. S. Reed and others will establish a pickle salting plant here. The five banks of Beaumont on February 4, 1913, had an aggregate capital of \$1,571,217.32 and deposits amounting to \$7,404,660. The United States engineers have completed the drainage map of Jefferson County at a cost of \$13,000. The Jefferson County Traction Company has increased its capital stock from \$600,000 to \$1,000,000. Building permits granted: 1908, \$308,197; 1909, \$517,312; 1910, \$484,708; 1911, \$350,621; 1912, \$378,554; total for five years, \$2,039,292. City will purchase a tract of 113 acres for park purposes, cost \$30,000. St. L. & S. F. railway will build a terminal freight and passenger station to cost \$25,000. Jefferson County drainage district No. 3, draining 45,000 acres, is expending \$82,500 for moving 800,000 yards of earth, widening Taylor's bayou to sixty feet at bottom, ten feet deep and widening Mayhew's bayou to thirty feet, same depth. Mr. Forrest Moore will build a coopeage plant. The Sisters of Charity will enlarge their hospital by construction of a three-story brick building to cost \$65,000. Mr. W. C. Tyrell has purchased the Howe Bros.' rice farm of 2,000 acres and will subdivide it and colonize the same. The Beaumont postal receipts for 1912 amounted to \$85,284.67. Incorporated: Phelan-Josey Wholesale Grocery Company, capital stock \$100,000. The Geo. W. Smyth Lumber Company has increased its capital stock from \$100,000 to \$200,000. The Kirby Lumber Company has purchased the holdings of the Simmons Bros. Lumber Company for \$100,000. The T. and N. O. railway will build repair shops to cost \$25,000. The Beaumont lodge of Elks will erect an eight-story lodge building. City Company has a new steel barge with 7,500 Dr. J. W. Garth, new dwelling, \$3,000. Sun Oil Company is building a pipe line from

Vinton, La., to Big Eddy on Sabine River, where loading wharves are being built. contract let for construction of jail, \$7,559. barrels capacity. New buildings under contract: Orleans Realty building, \$28,000; Goodhue Estate, five-story brick building, \$200,000; W. C. Tyrell, six-story office building, \$250,000; T. H. Langham, two-story brick building, \$30,000; R. R. B. Henry, brick building, \$30,000; dwellings, \$15,750.

De Queen, Ark.—Incorporated: De Queen Department Store, \$20,000; Wiley Pafford, stave mill established; W. W. Winters, hardwood mill, built at Broken Bow, Okla., employs fifty men; De Queen Light and Ice Company has built a warehouse and ice vault. De Queen Telephone Exchange is erecting a new building.

De Quincy, La.—Incorporated: Arkansas Hobo Medicine Company, \$25,000. Victor Birsch, new brick store building.

De Ridder, La.—Contracts let for five new store buildings. City Council has donated ground on which storage warehouse is to be built provided grantee builds a vegetable cannery and syrup factory. C. A. Kinney of Alexandria, La., will establish a business college. In process of organization, a wholesale grocery company, capital stock of \$100,000. Twelve new brick business buildings under construction.

Bogg Springs, Ark.—Messrs. Will Seibert & Co of Texarkana have completed plans for the construction of a hotel and sanitarium to cost \$60,000.

Drexel, Mo.—Several store buildings and dwellings are being illuminated with gas from a 270-foot well bored in town.

Fort Smith, Ark.—Municipal contract let for street paving in District No. 8, \$6,000. The Arkansas-Oklahoma Fair Association has voted a bond issue of \$35,000 for improving the fair grounds. Construction of a bridge to cost \$1,000,000, crossing Arkansas River at Van Buren, has been begun by the St. L. & S. F. railway. The annex to the high school, recently destroyed by fire, is to be rebuilt at a cost of \$200,000. Incorporated: Kiamichi Gold Mining and Leasing Company. Cotton bales purchased in Fort Smith up to December 31, 1912, 160,000 bales, value \$10,000,000. Incorporated: Woodson-Strickland Coal Company, \$5,000; Pendell Folding Screen Company, \$10,000; Mathews Company's stave mill in operation, employs forty men. Annex to Peabody school under construction, cost \$100,000. Building permits for 1912: Dwellings, 234, cost \$321,462; factories and business buildings, 44; cost \$417,525, miscellaneous, 34; cost \$13,013; total, 312 buildings; cost \$752,000. Municipal disbursements 1912: Street

improvements, \$96,248; sewers, \$4,094; cemetery, \$2,733; waterworks, \$93,761; tax assessment of Sebastian County, 1913, \$16,-465,071. Incorporated: Fort Smith Iron and Steel Company, \$50,000. City Directory of 1913 gives Fort Smith population of 32,973. The Grand opera house is to be rebuilt and converted into a three-story house to cost \$25,000. The Board of Improvement will sell bonds to the value of \$530,000. Of the proceeds \$350,000 will be used for street paving, \$140,000 for waterworks improvements and \$40,000 for sewers.

Frontenac, Kan.—The new waterworks plant is now in operation.

Gravette, Ark.—Funds are being raised to build an auditorium, cost \$3,500. Contract let for municipal waterworks and electric light plant. Frank Oaks, new bakery.

Hatfield, Ark.—Incorporated: The Town of Hatfield.

Heavener, Okla.—Incorporated: Heavener Building and Loan Co., \$50,000.

Horatio, Ark.—Negotiations pending for construction of a fruit cannery with capacity of 12,000 cans per day.

Hume, Mo.—The Dunkerly & Sons Coal Mining Co. has purchased 80 acres of coal land and will have a mine in operation by July 1. About 75 people will be employed. Several Oklahoma parties are also preparing to open new mines here.

Joplin, Mo.—Incorporated: Galena Zinc Mining Co., \$30,000; Minor Heir Vantage Mining Co., \$2,000; Minor Heir Producing Co., \$20,000; Leona Mining Co., \$22,000; Hardy Mines Co., \$10,000; Joplin Investment & Realty Co., \$3,000; Jordan Agency Co., \$5,000; J. F. Martin Transfer Co., \$5,000; Duenweg Zinc & Lead Co., \$3,000; Powhattan Lead & Zinc Co., \$100,000; Mary Elizabeth Mining Co., \$50,000; Charleston Mining Co., \$25,000; Lawton Mining Co., \$10,000; Betsey Jane Mining Co., \$16,000; Dutchman's Deam Mfg. Co., \$100,000; Onondaga Mining Co., capital increased from \$100,000 to \$250,000. Incorporated: Wilhoit Refining Co., \$43,000; E. M. Wilhoit Oil Co., \$100,000; Lucky Dog Mining & Milling Co., \$30,000; Joscelyn Mining Co., \$4,000; Leadland Mining Co., \$40,000; Zincland Mining Co., \$25,000; Navajo Mining Co., \$30,000; Producer Mining Co., \$30,000; Davison-Joplin Mines Co., \$250,000; Ostra Produce Co., \$50,000; Becker Mines Company, \$10,000.

New Concentrating Mills and Improvements—100 ton mills; Hudson & Wakefield; Duenweg Zinc Co.; J. W. Ground and others; Lynas Mining Co.; Yellow Pup Mining Co.; Enochs & Co.; Vinegar Hill Mining Co.; M. R. Lively and others; Owl Mining Co.; Otis Mining Co.; Chapman & Lennan; Mabon & Church; Helen G Mine; Peregoy, McCullough & McGraw Mine; Wildwood Mine; Napoleon Mine; Bull Moose Mine; Royalty Extraction Co.; Wauneta-Pearl

Mine; Lulu V. Mine; Carlson-Dodson Co., 2 mills; Prairie Mining Co.; O. Coats & S. K. Ortt; Eastern Lead & Zinc Co.; Little Rob Mine; Reo Mining Co., 125-ton mill; Abigail Mining Co., 200 tons; W. A. Stealey and others, 150 tons; Pearce Bros. & Burress, 200 tons; Harvey Lord and others, 250 tons, Emma A. Mine, 125 tons; Mattis Bros., 2 mills, 400 tons each; Martha Ball Mining Co., 300 tons; Kid Mining Co., 150 tons; Silver Dick Mine, 500 tons; Penn Zinc Co., tailing mill; Woodcock Mine, new tram line, Bryan Bros & Co., sludge mill; Oronogo Circle Mining Co., tram road, compressor and sludge mill; Gopher Mining Co., sludge mill, \$4,000; R. B. Dodge Mine, new machinery Miami Royalty Co., 2 new mills, \$50,000; Williams & Beckman, sludge mill; Linzee Hill Mining Co., mill remodeled; Watson Mining Co., mill remodeled; Duenweg Lead & Zinc Co., mill remodeled; Symmes Mining Co., mill remodeled; Oklahoma Lead & Zinc Co., 100 tons

Mineral Land purchases: Mercantile Metal & Milling Co., 140 acres, \$15,000; J. M. Short, 240 acres, \$30,000; Weaver Mining Co., 420 acres, \$20,000; Geo. W. McFawn purchased Arkansas Mine, \$10,000; Brooklyn Mine sold for \$8,000; Yellow Jacket Mining Co., 124 acres, \$60,000; Chas. Edwards, 40 acres, \$20,000; Darston Mining Co., lease, \$10,000; Kans.-Mo. Land & Mining Co., 150 acres, \$15,000. Under construction Joplin, December, 1912:—Street improvements, \$142,066.91. St. L. & S. F. Ry., 8 story passenger station, \$500,000, freight depot, \$50,000; Electric Theater, \$150,000; Sub-Station Empire District Electric Co., \$500,000; First National Bank building, Landreth Machinery Co., building, Newman building; total, \$1,500,000. New Carriage Works Extension of Joplin and Pittsburg Street Railway, and South Joplin Theater under construction. Election ordered to vote on \$90,000 bond issue to build a market house. Report that Mo. Pac. Ry. Co. will build new freight depot, passenger station, round house and coal shutes to cost \$121,000. The Picher Lead Company has built five new furnaces and made other improvements. First Methodist church new building, \$45,000; United Presbyterian church, new building, \$45,000; Coca Cola Bottling Works, new plant; Wilhoit Refining Company, new oil refinery, \$40,000. The value of the lead and zinc output of the mines for 1912 was \$18,129,777. The bank clearings of Joplin for 1912 amount to \$34,759,620.07. Empire District Electric Company, new warehouse; Old Rock Distillery, new plant in operation; City Fire, Water and Light committee requests bond issue of \$60,000 for improvements; new Clothing House, Poole & Berman.

Kansas City, Mo.—The value of goods manufactured in Kansas City in 1911 was \$63,122,698. There were in operation 970 establishments with 23,094 employes drawing salaries and wages amounting to \$14,-286,224.

Lake Charles, La.—Catholic congregation let contract for a new church building to cost \$58,850, and for a convent and academy to cost \$30,000. Incorporated: Lake Charles Trust & Savings Bank, \$200,000; Lake Charles Petroleum Co., \$25,000; Adolph Meyer & Co., Drugs, \$10,000; Funderburg Automatic Alarm Co., \$10,000; Louisiana Tabasco Pepper Co.; Dever Realty Co., \$100,000; will drain 5,000 acres of marsh land; Lake Charles Canning Co., doubled capital stock and will enlarge plant. Incorporated: Broom Factory, new plant. Incorporated Destiny Oil & Gas Co., \$15,000; Calcasieu Development Co., \$1,500,000; Guild & Co., new bakery, \$10,000; The De Latte & La Grange brick plant has increased its capacity from 25,000 to 50,000 bricks per day. Consolidated: First National Bank, capital, \$100,000, and Lake Charles National bank, capital, \$100,000 to be known hereafter as First National bank. Burgess Bros. of Crowley, La., have purchased from the Southwestern Rice and Land Co., 5,500 acres of land, Warehouse pumps and canal equipment, near Lacasine for \$150,000. Grand Chenier Drainage District, 16,000 acres, has been organized and a tax of \$50,000 has been voted for canal construction. U. S. Inter-Coastal Canal appropriations; Mermentau River to Sabine River, \$100,000; Red River improvements, \$117,000; Sabine-Neches Canal, \$290,000; Sabine to Port Arthur, \$600,000; Inland Waterway on Texas Coast, \$50,000; city improvements, 1912: Sewerage, \$175,000; four school buildings, \$150,000; Calcasieu Parish Court House, \$200,000; City Hall, \$50,000; Rigmalden Hotel, remodeled, \$30,000; Le-Blanc Hotel, \$40,000; Lake City Hotel, repairs, \$10,000; Majestic Hotel, repairs, Muller building, \$50,000; 25 new dwellings.

Leesville, La.—Reorganized: Vernon Iron Works Co.

Lewis, La.—Ernest Thomason, hardwood sawmills.

Mansfield, La.—Incorporated: Building & Loan Association, \$100,000; Mansfield Clay Products Co., building, 5 kilns and installing five carloads of machinery. Mansfield Ice Factory has increased its capacity to 20 tons per day. County appropriated \$28,000 for building roads; organized Mutual Oil & Gas Co., \$100,000. C. J. Brece, tin shop, J. B. Williams, warehouse; Enloe & Berry, shop; two new dwellings.

Mena, Ark.—The Sisters of Mercy will build a new academy, \$10,000.

Neosho, Mo.—Incorporated: Oklahoma Tripoli Co., \$20,000. Organized: Neosho Live Stock market, \$2,500. Under construction Dec. 31, 1912: Neosho Bank building, remodeled, \$12,000; Neosho Electric Light Co., rebuilding system, \$12,000; McGinty Bros. Clothing Co., two story building, \$10,000; Masonic Hall, enlargement, \$7,000; J. Pickens, dwelling, \$15,000; Canniston dwelling, \$7,000; street improvements, \$50,000;

D. B. Morgan building remodeled, \$5,000; G. R. Lowe, two dwellings, \$7,500. Value of Newton County mineral output for 1912 was \$834,724; contemplated waterworks improvement, \$50,000. The value of Newton County products for 1911, manufactured by 99 firms, employing 400 people, was \$3,362,930.

Orange, Tex.—Organized: Orange Drainage District No. 1, to drain 30,000 acres. A bond issue of \$30,000 was voted for construction work. The First Baptist church let contract for a new building to cost \$20,000. Incorporated: Nineteen Thirteen Oil Co., \$25,000.

Pittsburg, Kan.—State appropriation of \$50,600 for an additional Normal school building. Bids have been requested for construction of an addition to the Union Iron Works. City has voted to expend \$50,000 for street paving. The Hercules Powder Co. is building three new magazines near Lone Oak. Incorporated: Cherokee-Gerard Coal Co., \$30,000; Peerless Model Shoe Co., \$10,000. During 1912 city completed 26 blocks of brick paving, two blocks concrete paving, twelve blocks macadam paving. Twenty-five blocks of additional paving have been contracted for. New buildings: Athletic Hall, \$2,265; Normal school, \$50,000; 18 business buildings, \$21,530; 100 dwellings, \$132,000; total \$205,795. The J. A. Crowe Coal Mining Co. has purchased 160 acres of coal land for \$18,000.

Port Arthur, Tex.—The Holland-Texas Hypotheek bank, capital, \$600,000, has taken over the business of the Port Arthur Townsite Co. James Summerhill of New Orleans has secured a building site on the canal and will establish a twenty-ton ice factory. Incorporated: Home Trust Company, \$100,000, which has opened up for business. The Cotton Oil Cake and Meal exports between November, 1912, and January, 1913, amount to 36,700 tons. Sixteen thousand tons were loaded in January. The Deering Harvester Company is draining a very large area of marsh land on Johnson's Bayou opposite Port Arthur. Street work done 1912: 2,000 yards of oyster shell and 9,000 yards of clam shell road laid. The oil shipments from Port Arthur and Sabine in December, 1912, amounted to 1,271,026 barrels. The building permits for 1912 amounted to \$412,350. Contract let for construction of De Queen Boulevard school, \$27,260. The Port Arthur Ice & Refrigerating Co. will enlarge its plant at a cost of \$25,000. Incorporated: Port Arthur Ice & Refrigerating Co., \$100,000. Organized: The Goldberg Dry Goods Co., \$20,000. Under construction: City Hall, \$20,000; Wm. Nickell, two story brick building, \$14,000. Established at Sabine, the Gulf Coast Oil and Fertilizer Co., a Fishing Company. The City Directory for 1913 shows a population of 12,583 in Port Arthur. The Gulf Refining Co. is dredging a 26-foot canal from the turning basin to the refining plant and is building a half mile

of concrete wharf. The Texas Company is increasing the capacity of its plant at a cost of \$2,000,000.

Poteau, Okla.—The Poteau Light & Ice Company plant has been sold to the LeFlore County Gas & Electric Company. E. L. Moore of Garner, Tex., has contracted to erect a cotton seed oil mill to cost \$30,000, and to be in operation September 1, 1913. Negotiations are pending for the location of a brick plant to cost \$75,000. The Poteau Coal & Mercantile Company is installing electric machinery at its mines to increase its output. The population of Sequoyah County is reported to be 25,005.

Sallisaw, Okla.—City contract awarded for construction of a sewer system.

Shreveport, La.—Incorporated: Oil Field Natural Gas Company, \$100,000; Caddo Lubricant Co., \$10,000; Shreveport Arms & Cycle Co., \$25,000; McKenzie & Black Ltd. Mercantile, \$10,000; Union Realty Co., \$50,000; Odell Continuous Rail Joint Co., \$100,000. The Shreveport Traction Company has purchased a new 1,000 kilowatt generator and other equipment at a cost of \$40,000. The Waters-Pierce Oil Co., new brick and concrete warehouse, \$50,000. W. K. Henderson has let contract for construction of a garage to cost \$25,000. City improvements, 1912: Streets, \$40,239.47; Fire Department, \$40,333.33; Vivian Oil Co. has leased 410,000 acres of cut-over land from Wm. Buchanan. City School Board has purchased 4.8 acres of land on which to build a frame school house. The U. S. Postal business for 1912 amounted to \$129,836.46, showing an increase of \$6,571.75 over the preceding year. The building permits for 1912 amount to \$1,514,629, showing an increase of \$250,000 over the preceding year. The Southern Clay Products Company will establish a plant to manufacture brick blocks, drain tile and terra cotta. The Caddo Hotel is to be completely remodeled. Reported that the Houston & Shreveport Railway and the Texas & Pacific Railway will build a subway at Linwood avenue to cost \$16,000. J. H. Rutherford will build a mill and grain elevator for which machinery has been ordered. The Independent Ice & Cold Storage Company has brought in a gas well with a capacity of 12,000,000 cubic feet per day. The Houston & Shreveport Railway Company will build a new round house and some trackage to cost \$23,000. Mr. J. C. McCue has purchased the holdings of the Cross Lake Oil & Gas Company for \$16,000. The Caddo Levee District Commission has let contract for 95,000 cubic yards construction at Brown's Place and will construct the following levees: Scotts Slough, 2,500 feet; Rattling slough, 2,500 feet; Havana, 2,500 feet; Corner Place, 2,000 feet; Fire Point, 2,000 feet; Silver Point, 2,000 feet; Two Mile Bayou, 3,000 feet; Dixie, 2,000 feet; Lucas, 3,000 feet; Leonard, 2,500 feet; Long Point, 2,000 feet; Campo Bello, 2,000 feet; total,

28,000 feet, approximately 10.9 miles. Independent Ice & Cold Storage Company, new plant under construction. Red River Wagon Bridge contracted for, cost \$200,000. Under construction: First Methodist Church building. January, 1913, building permits, 136; value, \$574,137, of which \$53,415 was for dwellings.

Singer, La.—Incorporated: Hobo Medicine Co., \$1,000.

Siloam Springs, Ark.—The Methodist Conference College has received a donation of \$4,500 to be paid annually for a number of years.

Spiro, Okla.—Opened up for business, the Spiro State Bank.

Stilwell, Okla.—Elliott & Company have established a hardwood sawmill.

South Mansfield, La.—Josua Hotel completed, \$7,000.

Stotesbury, Mo.—New company to manufacture cement and concrete products, \$5,000.

Sulphur Springs, Ark.—Organized: Sulphur Springs Electric Light & Improvement District, \$25,000, bonds voted and construction begun. New Methodist church under construction. Livingston Hotel has installed a private electric light and water plant.

Texarkana, Tex.—A twenty-five year franchise granted to F. W. Oppenhauser and associates to operate electric city and suburban lines. Armour & Co. will construct a new refrigerator and storage plant for which a site has already been purchased. An Oklahoma Land Company has purchased the Phillips Plantation for \$50,000; the same land was sold five years ago for \$15,000. The Arkansas Ice Company is building new storage to hold 5,000 tons of ice and is installing a new ice machine. According to an enumeration made by the Texas Gas & Electric Company, 187 new buildings were erected during the calendar year 1912. There are in Texarkana 4,594 dwellings, 634 store buildings, 42 factory buildings, 34 churches, 38 public institutions, including only those using either gas or electricity. The Trigg-Hill Lumber Company has increased its capital stock from \$25,000 to \$50,000. Incorporated: The National Safety Lock Company, \$25,000; Texas Sales Commission Co.; Security Mortgage Co., \$50,000. Under construction: Drying kilns for the Gulf Cooperage Co., \$15,000, contract to be let by the Miller County Commissioners for construction of 23 miles of levee in District No. 3, cost, \$200,000. Building permits for 1912, \$1,027,000; among these were 64 business buildings and 4 factories. Municipal improvements 1912: Sewers, \$27,000; bridges and streets, \$67,000; Fire Department, \$1,000. Water Corporation: Sewers, 9 miles, \$35,000; street car tracks, 1 mile, \$700; electric light improvements, \$50,000; Gas Company improvements, \$155,000; total, \$167,000. Buildings: St. L., I. M. & S. Ry., \$75,000; Hudgen's Produce Co., \$8,000; Motz

Building, \$5,000; Rialto Building, repairs, \$3,000; Criterion Building, \$6,000; Oak Street Viaduct, \$200,000; Miller County Levee, \$335,000; Ark High School Building, \$100,000; Ice Company improvements, \$5,000; Cosmopolitan Hotel, improvements, \$10,000; Fairview Methodist church, \$10,000; Casket Company, improvements, \$25,000; Maxwell Base Ball Park, \$10,000; Gulf Cooperage Company, improvements, \$5,000; Southern Produce & Cold Storage Company, \$8,000; Iron Mountain Railway, shelter and shed, \$10,000; six new store fronts, \$9,000; 200 dwellings; total, \$1,024,000. Under construction: Armour Packing Company, \$75,000; Texarkana National Bank building, \$150,000; value of stocks of new firms, \$130,000. Incorporated: Commercial Loan & Trust Co., \$100,000; Texarkana Publishing Company, \$50,000. W. T. Caldwell has purchased 1,000 acres of land in Miller Co., \$20,000. The Merchants & Planters Bank has increased its capital from \$50,000 to \$100,000. Company organized to build a flour mill and elevator. The Texarkana Gas & Electric Company is double tracking part of its lines. Organized: The Garland Drainage District to protect 42,000 acres and build 23 miles of levees to cost \$210,000. This levee will connect with Miller County Drainage District No. 2, now nearly completed. The people of Miller County are expending nearly one million dollars in pro-

tecting and reclaiming Red River Valley lands.

Van Buren, Ark.—Incorporated: Van Buren Fruit Growers Association, \$3,000.

Vivian, La.—Vivian State Bank erecting new bank building. The Toyah Oil & Development Company has purchased 6 acres of oil land at Mooringsport for \$6,000, and 100 acres in another tract for \$8,100. New oil wells reported January 19, 1913: Gulf Refining Co., 1 well, 1,000 barrels; Atlas Oil Co., 1 well, 1,200 barrels; Standard Oil Co., 1 well, 1,000 barrels; Producers Oil Co., gas well, 3,000,000 cubic feet capacity; seven other wells, 600 barrels capacity. Vivian Oil Company is building a power plant to cost \$50,000.

Vinton, La.—Incorporated: Rescue Oil Co., \$20,000. Gulf Refining Company brought in December 31, 1 oil well, 14,000 barrels capacity; Guffey Oil Co., 1 well, 1,000 barrels capacity. Incorporated: Vinton Crude Oil Co., \$20,000.

Waldron, Ark.—J. S. Hill and W. P. Harris contemplate the construction of an electric light plant.

Westville, Okla.—The Lincoln Hardwood Lumber Company has installed a sawmill here. Mr. Hoffman, of St. Louis, it is reported, has closed a deal for the location of a large stove mill. Methodist congregation will build a church building to cost \$10,000.

SCHNEIDER'S MEDITATIONS ON THE MULE.

Schneider had a touch of rheumatism and for once in his life concluded to stay in bed an hour longer than usual. Being an old bachelor, he had to do his own cooking, but under the circumstances he concluded that the breakfast would be as good an hour later, but his mule in the barn, who did not have rheumatism, concluded that a breakfast now is better than one an hour later. He expressed his sentiments by braying a number of times and when this appeal to Balaam failed to attract attention he began to kick a few boards from the wall of the barn.

Schneider forgot his rheumatism and fed his mule and then cooked his breakfast. While waiting for the coffee pot to boil he began to ruminate on mules in general and on this mule in particular, and his thoughts ran about as follows:

"Jake, you is a mule, and sometimes I was a jackass, but you haf got der better job—you don't haf to get up and stop der alarm clock. You can count back your pedegree

six generations and I don't know what my grandfather's name was. You go to work because I drive you to the job; I work because I don't know any better. Ven you eat your dinner, you don't have to vash der dishes. Ven I eat mine, I haf got to find der dinner first before I can cook it. All you have got to do is to bray and kick down der barn. Ven you go to bed you sleep; ven I go to bed I think all night vere your breakfast and my breakfast are coming from. Of course, if I vas married I might have some other things to think about. Ven you want to rest, you rest. If I rest today, I must work twice as hard tomorrow. You don't have any pay day, Jake, but you don't have any headache next morning. Ven you quit work for good you get buried for \$5. Ver I quit they talk a lot about me and quarrel about my little property, but they care nothing ven I am alive. Sure, of the two of us, you haf got der better job. Ven you kick everybody pays attention. Ven I kick, they kick me—

At about this time the coffee boiled over, and Schneider's meditations on the mule came to an end.

K. C. S. RAILWAY Employee's Supplement

F. E. ROESLER, Editor

The Fruit Crop and the Telegraph.

About this time of the year, March, the chief of the telegraph service on a large railway system begins to study the prognostications of the fruit experts and learn as far as practicable what the outlook for the coming fruit crop is. If there is a big fruit crop coming it behooves the telegraph department to be ready for it. The location of the crop and its probable magnitude must be well understood. Of course, the fruit movement is not only the concern of the telegraph department, but is interesting even more to the freight department, which must provide the refrigerating cars and the icing thereof and see to it that they are provided in sufficient number and promptly distributed as needed at the various shipping points. Estimates and reports are called for frequently long before the crop matures, so that the most reliable information can be secured. A slight change in the weather may make a great difference in the yield of a fruit crop and the report made yesterday may not be true the day thereafter.

As soon as reasonable certainty concerning the volume of the coming fruit movement has been secured, estimates are made as to the prospective amount of telegraphing that will probably have to be done. Plans are then intelligently worked out to provide such additional operators, messengers and re-arrangement of telegraph circuits as will enable all offices to give this class of business prompt service and to this end it is oftentimes necessary to divide the commercial wires into two or more circuits, thus increasing the "wire capacity" during the season. Additional operators are employed at relaying points (repeating stations) to properly man the wires in order to guard against any possibility of delay in transmitting messages pertaining to this important business.

Where the crop is especially large, temporary offices are established at the packing sheds where they will be convenient to those requiring telegraph service. The circuits are re-arranged to give them direct wires to the larger cities and to render very speedy service, fully as efficient as that furnished in large communities. It is not always an easy matter to provide such facilities at remote points. The telegraph service enables the producer to keep in direct touch with the best markets, and also enables the buyer's agent to keep in touch with his firm wherever situated. The merchant, in the distant city, can place his order for what he may require in a few minutes time. A carload of fruit started on its journey does not always reach the destination for which it was originally billed. It often occurs that the buyer desires to cancel his order, in which case, the car already moving, is diverted to some other point, often hundreds of miles away from the point to which it was originally billed. The car is not delayed or detained anywhere, but keeps on moving to the new destination. Information is furnished by telegraph to the various railway officials interested concerning all car load shipments, such information showing the car number, initials, contents, name of consignee, name of consignor, destination, by what point or lines routed, so that all those who have a responsibility pertaining to its proper movement and handling are in direct touch with each and every car from the time it is loaded until it is unloaded at its destination. Preparatory to this there is a vast amount of telegraphic work in providing the cars and icing them, placing them where needed before they are loaded.

Where the fruit movement is large the amount of telegraphing done is enormous and fruit messages are given preference over all other business on account of the perishable nature of the freight in transit.

Kansas City Southern Installs New Quadruplex System on Lines.

The electrical department of the Kansas City Southern, with headquarters at Kansas City, is installing and putting into operation what is known as a quadruplex system in the dispatcher's office of the Kansas City Southern.

This new system is being put into operation between Texarkana and Shreveport, by which four messages, two in each direction, may be sent simultaneously over one wire.

The installation of this system was made necessary by the increased business of the Kansas City Southern and it is learned that the officials are expecting to install the system over the entire line in the near future.

DON'T WASTE THE WASTE.

"Waste don't cost much and the Company pays for it, so what is the use of being stingy and saving that little bit of waste." That is what may be heard in almost any railway shop.

True it is that waste don't cost much, that is, one pound, but when we look at the figures for just one company and that one not a large system, we might become interested. Waste costs 5 cents per pound and the company referred to CONSUMED, mark that, "CONSUMED," I did not say USED, approximately 145,000 pounds, or 72½ tons. Observation in shop practice showed me that the average allowance to each man in charge of a machine was about one pound per week. The writer has had reason to use waste and has also seen others use it.

Waste is useful and necessary to keep a machine clean and neat, as any machine man knows, and it is a matter of pride, and a very laudable one, too, to have the best cared-for machine in the shop.

The company recognizes the necessity for waste and provides it because it pays for itself when used properly, but I wish to call your attention to a few things you have all seen, but may not have given thought.

In a certain roundhouse I had occasion to use a handful of waste. It was not necessary that it be entirely clean, so I went to a can provided for dirty waste. I found at least one pound that had never been used at all. Oh, yes, young man, that wasn't very much, but remember that was only one can of probably twenty, and in one roundhouse out of five.

Now if that instance was an accident, well and good, but it wasn't, for I have seen since that time quantities of unused waste

in corners, on the floor, in the pits and various places, tossed there to be gotten rid of because there was no use to take such a little bit to the cupboard or to the supply room. "It didn't cost much and the company paid for it."

In many places the principal and recognized use of waste is to clean the hands soiled by working around machines and engines.

Young man, did you ever stop to think of the poison used in the coloring matter for the cloth of which waste is the thrums and loom ends? Do you know that the old carpets and rugs and cast-off garments gathered up by the junk men are converted, without cleaning in any way, into the waste used in railroad shops? Do you not recognize the risk you run every time you handle waste, in the way of disease? And yet you saturate a handful of waste with kerosene or gasoline and literally wash your hands in disease germs.

Then the oily waste many times is cast into a corner because the whistle is going to blow before you could walk over to the dirty waste can. If the company doesn't pay someone to clean it up it lies there with the chance of spontaneous combustion, which may or may not cause a fire that could put you and the rest of your shopmates out of work for an indefinite period. Are not these things worth thinking about?

Suppose you were to throw a small handful—say once a day—in one month, working six days a week, you would have thrown away twenty-four ounces, one and one-half pounds, that is, 7½ cents.

Oh, yes, young man, that is only 7½ cents, but remember, you are only one in a shop and the railroads have an army of a quarter of a million other men. Suppose that 75 per cent of your brothers were to follow your reasoning—"it don't cost much and the company pays for it," in the month you threw away your one and one-half pounds, the railroads would have paid the small sum of \$14,072.50 for waste that was real waste.

"It don't cost much and the company pays for it." Wait a moment; listen! Does the company pay for it? Yes, in the actual purchase it does, but did you ever stop to think that if the company would not have to buy any more waste than was really necessary that it would have had more money to put to other use which might benefit you. If the waste of waste in various forms had been stopped maybe that layoff would not have lasted so long, or the one that is coming might be put off or avoided altogether.

Really now, who in the end pays for the waste that doesn't cost much and for which the company pays?

HANDEE MANN.

ON A FREIGHT CAR'S TRAIL.

Tracing a Loaded Car From Kansas City to Maine—The Machinery of the Car Accountant's Office an Intricate Puzzle.

There are approximately 265,000 miles of railroad in the United States. For each mile it is estimated that there are ten freight cars. They are divided among something like twelve hundred different lines, many of which comprise one great railway system. With 2,650,000 freight cars on the tracks and in the repair shops the man not learned in railroad operation wonders why there are car shortages. He vaguely accepts the railroad men's assertions that there will be a shortage because bumper crops have made the Nation's business too big for the railroads to handle.

The process of looking after the wandering equipment is intricate. It rests primarily with the car accountants. It is dependent also on the station agents, yard clerks, switching crews and freight train conductors. A mythical journey with a freight car from Kansas City to Augusta, Me., will illustrate.

The Wanderings of a Car.

A big Kansas City manufacturer wishes to ship a car of soap to Augusta over the Chicago & Alton Railway. His loading docks are on the Kansas City Southern tracks. He orders of the latter road a car. That road looks over its records to see if it has a C. & A. car. If it has none it orders one from the C. & A. In due time the C. & A. delivers car No. 56564 to the K. C. S. and the C. & A. car accountant makes out a report "Delivered No. 56564, box, empty, to K. C. S. March 7, 1912."

The K. C. S. accountant also has a somewhat similar report in his files. The car is loaded and the K. C. S. delivers it to the C. & A., whose car accountant then gets a report that the K. C. S. has delivered No. 56564, box, loaded, seals so and so, junction point St. Louis. The K. C. S. accountant has a similar report. The way bill is made out and the C. & A. accountant gets another report that the car was put in train No. 55 on such a date.

When that train arrives in St. Louis he receives a card from the C. & A., telling of its having delivered the car and from that moment the car accountant begins to charge

the terminal company 45 cents for each day it holds that car.

Still More Intricacies.

The car accountant next receives a card from the terminal railway in St. Louis saying it has delivered car 56564 to the Vandalia in East St. Louis. The per diem charge then goes against the Vandalia, which in turn reports when it turns the car over to the Pennsylvania, and which also reports when it hands the car to the New York, New Haven & Hartford Railway. The last finally delivers the car to the Maine Central at Portland, which takes it on to Augusta.

The car accountant does not learn when the car reaches its destination. His last card was when the Maine Central got it, and until that road delivers it to some other road he hears nothing from it.

However, the car from Kansas City is unloaded in Augusta. The rules of the American Railway Association require that it be routed toward "home," the C. & A. If loaded it must be routed so the C. & A. may participate in the business if possible. Say the car is loaded and the Maine Central delivers it to some other road, that delivery is promptly told the C. & A. accountant.

But maybe a long time elapses and the car accountant in going over his files sees that the Maine Central has not reported the car, although it has been on its system several weeks. He wires that road and maybe gets a reply, "Car in wreck, destroyed. Send us bill." Or perhaps he receives word that the car is in New York, loaded, waiting for a vessel and receiving demurrage. If there is no freight for the car it is sent home over the route it came and each road hauls it empty and pays the per diem charge.

Some Other Car Reports.

In addition to these reports the station agent or the yard clerk of every yard on the line sends the accountant daily a report of what cars are in his yard, what have been received that day and what were sent out. The conductor of each freight train reports just what cars he starts out with, where he set out certain ones and when he took on others.

Cars are indexed, usually, by the last two figures in the number. Car No. 56564 is indexed in the accountant's files as 64 and appears with all the other car numbers that end in 64.

Despite the precautions of the accountants, cars are frequently lost. Car No. 56564 may get a hot box and be held on a siding or for other repairs. Or maybe the engine

is overloaded and the car is set out. The conductor leaves the way bill for the car at the station where he set it out and if the siding happens to have no station he carries it to the next station or to the end of his division. He reports to the accountant and the accountant orders the next local train to take up that car. But the next local may be too heavily loaded, so may the next, the way bill may be displaced and finally after weeks of delay the accountant learns that No. 56564, box, loaded, seals so and so, is on a siding out in the woods.

Across the river in North Kansas City there is a big switch yard with between fifty and one hundred miles of track. It is a gravity yard and if 56564 got at the upper end of one of these tracks with 150 cars between it and the lower end it might be several days before it was taken out.

LIKE NEW TRAIN SERVICE.

The additional passenger train service on the Kansas City Southern seems to have been exactly what the patrons of the road wanted, and the business that is being done has been entirely satisfactory to the management. The two new passenger trains between Kansas City and Fort Smith, Ark., are operated at just the right time, and in addition to the change of time in the other trains, has given the traveling public a passenger service between the points that is attracting attention judging from the patronage given it. The effect has been a great improvement in the business from all of the towns and cities between Fort Smith and Kansas City. Considerable foreign traffic has been added that did not formerly come to the Southern because of the more satisfactory service. The freight service that was improved by the additional passenger service is also giving better satisfaction to the patrons of the road, and additional through freight service is being contemplated in order to handle the through business.

IMPORTANT RAILWAY ORGANIZATION.

A general meeting which was attended by representatives of each of the eight different railroads entering Shreveport was held in the office of Master Mechanic Sagstetter, of the K. C. S. railway in January for the purpose of facilitating car interchange at Shreveport, thus giving the

public more prompt service. It was agreed that they should establish a joint car inspection and interchange bureau, similar to that now in effect at Denver, Kansas City and Chicago, same to become effective February 1, 1913.

The meeting was attended by the following representatives of the different lines: R. T. Walker, superintendent H. E. & W. T. railway, Houston, Texas; R. A. Crofton, assistant superintendent H. E. & W. T. railway, Houston, Texas; R. J. Micksch, assistant superintendent H. E. & W. railway, Houston, Texas; J. D. Stenson, general car inspector H. E. & W. railway, Houston, Texas; M. J. Dooley, local freight agent H. E. & W., city; F. W. Green, general manager L. & A. railway, Stamps, Ark.; C. J. Lundry, superintendent L. & A. railway, Stamps, Ark.; J. E. Tierney, M. M., L. & A., Stamps, Ark.; Jno. Doyle, M. C. B., M. K. & T. railway of Texas, Denison, Texas; P. H. Kilroy, M. C. B., St. L.-S. W. railway, Pine Bluff, Ark.; J. A. Langston, M. M., St. L.-S. W., Shreveport; F. M. Lucore, assistant general agent American Railway Association, Chicago, Ill.; R. R. Sutherland, M. M., K. C. S. railway, Texarkana; W. H. Sagstetter, M. M., K. C. S., Shreveport.

A committee, of which Mr. Sagstetter was appointed chairman, was named. It will be the duties of this committee to perfect all plans for the new work, employ a chief joint inspector, one clerk and seven car inspectors. The committee is composed of men residing in this city. The organization of this bureau is being greatly assisted by Mr. Lucore of the American Railway Association of Chicago, who is a specialist in this line.

EMPLOYEES ARE TO MEET.

The Southern Provides a New Feature in Railroadng.

The Kansas City Southern management inaugurated a new plan all along the system which, it is believed, will be of benefit to all employees alike. The new thing is a regular meeting of all of the employees of the system at division terminals, made up of superintendents, trainmasters, engineers, and trainmen, and employees of the mechanical, construction and other departments of the system. In fact these meetings may be called the assembly. The first meeting was held in Pittsburg, Kansas, and it was well attended and every department of the road was represented.

The questions of the best way to operate the road were discussed by all alike, every one being free to express his opinion. The running of trains, the rules laid down by the company governing the employees and operation of trains and many other subjects of interest were discussed by brakemen, enginemen, firemen and conductors and superintendent and the trainmaster alike. It is believed that the meetings will be of great benefit and there is one thing certain, they will get the officials and employees of the several departments closer together. These meetings will be called "service meetings" and from the interest and enthusiasm shown, they will grow in attendance and interest. They will be held every other Thursday night in the division superintendent's office. The employees are invited and urged to attend the meetings.

EXPECT MUCH FRUIT.

The Southern Already Has Scouts at Work.

The Kansas City Southern already has scouts out looking into the fruit handling prospects for the coming season and so far as the investigations have gone, the indications (February) are very bright for a big business, commencing with the shipments from the Texas country, where it is already known about what to expect. A. C. Ford of Texarkana, who is secretary of one of the fruit associations in that section of the country, has been in Pittsburg, Kans., for a couple of days looking after business matters and incidentally to look into the fruit prospects.

"We will have one of the largest fruit crops in the Texas and Southern belt ever known," he said, "but in Southwest Missouri the season has not advanced far enough to tell much about it. In Texas, however, and in Southern Arkansas, the season is at the point where there is only a bare possibility of the crop being ruined by cold weather at this time of the year. The Texas strawberry is promising a heavy crop and the shipments will be heavier than last year if the prospects continue as they are at the present time. The Texas strawberries begin to move in March and April. So does considerable of the other fruit down in that country. Down on the Gulf they already have them, but they are held at such a high price that the shipments are not so

very heavy. I am expecting the fruit shipments from the South will be heavier than for several years."

"We are beginning to feel certain as to what the prospects of the fruit shipments will be the coming season," stated an official, "and from the best advices we have at hand this early in the game, the Southern will have all it can do during the fruit season. The principal shipments at this time of the year are stock and lumber. We have had a wonderful business in stock shipments from Texas and Arkansas and quite a number of special stock trains have been sent over the line from the South, and in addition there is not a freight train passing over the road from the South that does not have from three to four cars of stock in its make-up."

HOW AN ORDER STARTED.

The Pioneer Locomotive Fireman Talks of Present Day Conditions.

Railroad men are better off and better satisfied than they have ever been. There is less disagreement with their employers and less prospect of a strike than at any time since J. A. Leach can remember, and that is a long time. In 1873 he founded the Brotherhood of Locomotive Firemen and Enginemen in Port Jervis, New York. He was at the Hotel Edward yesterday to attend the Missouri state meeting of the order.

"It was right after the war and when I was mustered out it fell to my lot to visit a number of railroad men's widows and tell them of the deaths of their husbands," said Mr. Leach last night. "They were all in pitiable circumstances, as was natural since their husbands worked for \$1.50 a day in depreciated currency. I concluded that we should have some sort of an organization to protect ourselves and posted a notice in our roundhouse asking the men to meet with me. Out of that meeting grew our present order with its eight hundred chapters, ninety thousand men, and two and one-half million dollars in the treasury."

At the recent annual meeting of the Brotherhood of Locomotive Firemen, R. R. Porter, of Moberly, was elected president and O. M. Stone, of St. Joseph, secretary. The next annual meeting will be in Moberly, Mo.

THE STRAIN A RAIL BEARS.

Enormous Tension Required to Resist the Pounding of a Locomotive.

(From the Boston Herald.)

Have you any idea of the strain to which a steel rail is subjected today? Let us consider one for a moment, in the time of its greatest torture and see. The Cannon Ball express is coming. It is drawn by two engines. The largest weighs one hundred tons—seventy-seven tons of the weight are carried on the six driving wheels, which means almost thirteen tons to a wheel. Thirteen tons of weight upon each wheel! That means thirteen tons of weight impinging for a flying instant upon a rail surface perhaps no more than an inch square and then moving forward all the time, a succession of whirling blows from a 13-ton hammer.

If the train is going thirty miles an hour an imaginary square inch has only one five hundred and twenty-eighth part of a second in which to receive the blow, wince under it, distribute the terrible force of it through its elastic elements to the surrounding mass of the rail, brace itself to help distribute stresses that are being set up on adjacent surfaces and zigzagging back and forth in all sorts of ways through the content of the rail, and then almost instantly lift its devoted head to receive the blow of the next driving wheel. If the train is going sixty miles an hour instead of thirty, this all has to be received, withstood and passed on in one ten hundred and fifty-sixth part of a second.

And yet this isn't all that is happening to the nerves of the rail. This is only taking account of the compression strains. There is another set of strains; for these big driving wheels are pulling the train. They have caught hold of the rail just as your hand grips the rope in a tug of war and they take a fresh hold every fraction of a second. The tendency is to pull the top or head off the rail, to pull it all to pieces. It is the business of the rail to stick together, head and web and flange, in every single and separate molecule with all the tenacity of which steel is capable. But we have stated only one half the tension strain.

The strain is reversing all the time, for while the huge drivers are pulling one part of the rail toward them, they are pushing another part away from them. This plucking and spurring, hauling and kicking, tension and compression goes on continuously. Complete reversion from compression to tension or back again takes place with every half turn of a driving wheel, and at a frightfully rapid rate. The marvel is that the rail is not ground to powder.

BIG ENGINES ARE COMING.

Four of the new consolidation locomotives, which have been under construction at the Locomotive Works in Richmond, Va., have been received here in February. Fifteen of these locomotives were ordered and it is said that they will be the largest of their kind this side of the Mississippi River. The tractive power of each engine is 53,900 pounds with a capacity on a straight track or a level grade of 7,564 tons. At an average of 60 tons for each loaded car of the new gondola type, one can figure just what immense tonnage the new engines will handle. The weight on the drivers is 225,000 pounds, on front truck 28,000, making a total of 253,000 pounds. When taken with the weight of the tender, of 181,000 pounds, the total weight reaches 434,000 pounds. The cylinders are 26x30 inches; drive wheels are 56 inches outside diameter; boiler pressure 175 pounds. The tender will carry 9,000 gallons of water and 17 tons of coal. They are of the same style as those of the present Mallets and Pacific type engine in use on the road. The length of the machines over all, to the point of the pilot coupler, is 77 feet and 3 inches; the height is 15 feet, and the diameter of the boiler is 82 inches. They will, it is expected, be in the service by the first of March or perhaps before. It requires a little time after they arrive to get them ready for work. They will have to be connected up and broken in and other fitting has to be done before they will be sent out on the road and then they will have to be watched to avoid hot boxes. They are not built for high speed like the Pacific type but are built for the amount of tonnage they can haul.

NEW SHAY GEARED LOCOMOTIVE FOR USE AT KANSAS CITY TERMINALS.

The Lima Locomotive Company of Lima, Ohio, have constructed for use of the Kansas City Southern railway at Kansas City, Mo., terminals, the most powerful Shay geared engine ever built. It is especially designed for the purpose of handling freight in the North End wholesale district. The weight of this engine is 300,000 pounds, and it will pull a 200-ton load up a 7 per cent grade and around a 60-degree uncompensated curve. It has a wheel base of 52 feet 11 inches and an extreme length of 61 feet 6 inches. It burns fuel oil, and in its peculiar construction will have three cylinders 18 inches in diameter with 20-inch stroke, that perform in a vertical position. Few cities enjoy such favorable switching facilities in the uptown wholesale district as the Kansas City Southern railway is ready to furnish Kansas City.

RAILWAY ACCIDENTS.

During the fiscal year 1912 the number of railroad passengers who lost their lives in this country was 139. During the same time 231 persons were killed by automobiles in the streets of New York alone. It is estimated that the railroads conveyed during the year not fewer than 1,000,000,000 passengers. This is not, comparatively, a bad showing for the railroads, and yet it can probably be shown that more than half of the 139 deaths were caused by disregard of orders on the part of employees—persons subject to the same kind of human fallibility as the passengers. It is well to remember this, though it is right to set the standard high, and to make the complete elimination of accidents the ideal.—Springfield (Mass.) Republican.

APPROVE A NEW CAR.

Mr. George F. Hess, superintendent of machinery, and Mr. W. M. Bosworth, mechanical engineer, have returned from the works of the American Car and Foundry Company at St. Charles, Mo., where they have been to inspect the sample car built for the Kansas City Southern. They approved the style and 1,000 of the cars will be built. The management of the American Car and Foundry Company promised that they would turn the cars out of the shops at the rate of 25 per day. They are to be what are known

as "composit gondola" cars with a capacity of 80,000 pounds. They will have heavy steel underframe, with what is known as fish belly center sills. The size of the wood with metal stake sides, is 50 inches high and the ends are strongly re-enforced with pressed steel, cross braces which will prevent heavy loads from punching the ends out. They will be 41 feet long inside. The company will begin receiving them some time in February if they travel direct from the foundry and will arrive at the rate of something like 25 a day, until the 1,000 are here. For a car of their size they will be comparatively light.

INJURES ENGINE STOMACHS.

"You have heard the remark," said an official in the mechanical department yesterday, "that he has a stomach of iron." This means that man can eat anything without fear of indigestion, but it seems that stomachs of iron are afflicted and the old saying as I have quoted it, can hold good no longer. The Kansas City Southern water inspector tells of the various effects of the different waters the locomotives drink while out on their run and to tell the truth they are just like the human stomachs of iron that after a while get the dyspepsia, and they become 'peevisish,' as the engineers call it. This condition is costing all railroads so much money that it has been put up to the mechanical departments to find out some 'cure' for the troubles of a dyspeptic engine. It seems that all waters have more or less mineral ingredients, which either corrode or encrust the tubes in the boilers, making it necessary to run into the shops, or round house to be doctored up. While out on the road it is necessary to have the boiler 'blown off' occasionally, and very frequently the engines are taken out of the service until the crusting can be taken out. Both the blow outs and lay offs cost the company money, but how extensive the loss is has never been figured out closely by any of the railroads. The care of the locomotives' troubles consists of rectifying the quality of the water. If too alkaline, it is neutralized by an acid, and if too acid an alkali of some kind must be used. In either event care must be taken to avoid forming sediments which will cake and clog the boilers. But as the water varies at different points the treatment could be governed accordingly.

Personal

Mr. B. B. Brain has been appointed fuel agent of the K. C. S. railway with headquarters at Kansas City, Mo. He will have charge of inspection, distribution, disbursements and consumption of all fuel used by the company. The appointment became effective March 1, 1913.

Mr. H. E. Whittenberger, formerly superintendent of the Kansas City Southern Railway in 1906-7, later superintendent of the Grand Trunk railroad, has recently been appointed General Superintendent of that railway. Mr. Whittenberger began railway work on the Wabash Railroad in 1885 as brakeman and conductor in both the freight and passenger service, and in 1898 became trainmaster of the Grand Trunk. From 1902 to 1904 he was superintendent of the Denver & Rio Grande, and in 1904 was superintendent of the C. H. & D. at Dayton, O., where he remained until he was appointed superintendent of the Kansas City Southern Railway.

Circulars have been received at the general offices of the Kansas City Southern in this city from President J. A. Edson, announcing the enlargement of the jurisdiction of General Superintendent of Transportation E. H. Holden of Kansas City. Effective February 15 in addition to his other duties. Mr. Holden will have jurisdiction over all motive power, car departments and machinery. The superintendent of machinery will hereafter make his reports direct to Mr. Holden.

A. F. Yarcho, who has been in the employ of the Kansas City Southern railway in various positions during the past seven years, has resigned to accept a situation with the Ellsworth-Klaner Construction Company as timekeeper and manager of the supply storehouse. He has been succeeded by Geo. Paisley in the freight office. For the last two or three years Mr. Yarcho has been bill clerk and rate clerk. He leaves the service of the Kansas City Southern railway with the best wishes of his superiors and fellow employees.

Mr. J. L. Boyd, General Agent of the Kansas City Southern Railway at Beaumont, Tex., has resigned, to become secretary of the Port Arthur, Tex., Board of Trade. Mr. E. G. Spencer has been appointed general agent at Beaumont.

D. Patterson, better known at Pittsburg, Kans., among the old employees as "Davy" Patterson, who formerly was master mechanic for the Kansas City, Mexico & Orient with headquarters at Wichita. He will handle in his new position all matters pertaining to the motive power and car departments and the office of general superintendent of motive power and car departments. The office was heretofore held by Fred Mertzheimer, who was also of the Southern at one time.

LOOK INTO HOME LIFE.

"Of their engineers," remarked a Kansas City Southern official, "some railroads make an investigation as to the home life. If everything is harmonious and the engineer and his wife gets along without bickering or quarreling, he is looked upon with confidence and is trusted to the limit in his work. If there are frequent jars and little tantalizing nothings, over nothing, and the wife is continually pestering the life out of the engineer from the time he comes in until he goes out, about this and that, he is set down in the "maybe" class which means that he may get over his run all right and he may not. He is looked upon as a man harassed at home so that he is not to be trusted to the full extent. If the engineer is not a home man and does not treat his wife and family as he should, he is marked down in the "maybe" class, also, but for the real good men found on an engine, get the home men, who live happily. An engineer is not in the right condition to run an engine when his mind is worried over something that might be going on at home with a fault-finding wife. As far as we know, however, most of the Kansas City Southern engineers get along well at home, and are fit for duty when they are called.

SHORTEST LINE IN UNITED STATES.

The Nagels Flight railroad, which is known as the shortest in the United States, one of the most profitable and hitherto free from damage suits, figured in its first action when the suit of O. H. Helmer for \$11,265 damages for personal injuries was tried in Judge Dooling's court at Los Angeles, Cal. The jury found for the railroad. The road is regularly incorporated, has been in operation over 20 years, and the entire system of 103 yards is double-track-ed. It pays taxes as a railroad corporation, although it only runs to the top of a small hill in the business section of Los Angeles.

(Public—No. 377.)

(H. R. 16450.)

An Act to punish the unlawful breaking of seals of railroad cars containing interstate or foreign shipments, the unlawful entering of such cars, the stealing of freight and express packages or baggage or articles in process of transportation in interstate shipment, and the felonious asportation of such freight or express packages or baggage or articles therefrom into another district of the United States, and the felonious possession or reception of the same.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That whoever shall unlawfully break the seal of any railroad car containing interstate or foreign shipments of freight or express, or shall enter any such car with intent, in either case, to commit larceny therein; or whoever shall steal or unlawfully take, carry away, or conceal, or by fraud or deception obtain from any railroad car, station house, platform, depot, steamboat, vessel, or wharf, with intent to convert to his own use any goods or chattels moving as, or which are a part of or which constitute, an interstate or foreign shipment of freight or express, or shall buy, or receive, or have in his possession any such goods or chattels, knowing the same to have been stolen; or whoever shall steal or shall unlawfully take, carry away, or by fraud or deception obtain, with intent to convert to his own use, any baggage which shall have come into the possession of any common carrier for transportation from one State or Territory or the District of Columbia to another State or Territory or the District of Columbia, or to a foreign country, or from a foreign country to any State or Territory or the District of Columbia, or shall break into, steal, take, carry away, or conceal any of the contents of such baggage, or shall buy, receive, or have in his possession any such baggage or any article therefrom of whatsoever nature, knowing the same to have been stolen, shall in each case be fined not more than Five Thousand dollars or imprisoned not more than ten years, or both, and prosecutions therefor may be instituted in any district wherein the crime shall have been committed. The carrying or transporting of any such freight, express, baggage, goods, or chattels from one State or Territory or the District of Columbia into another State or Territory or the District of Columbia, knowing the same to have been stolen, shall constitute a separate offense and subject

the offender to the penalties above described for unlawful taking, and prosecutions therefor may be instituted in any district into which such freight, express, baggage, goods, or chattels shall have been removed or into which they shall have been brought by such offender.

Sec. 2. That nothing in this Act shall be held to take away or impair the jurisdiction of the courts of the several States under the laws thereof; and a judgment of conviction or acquittal on the merits under the laws of any State shall be a bar to any prosecution hereunder for the same act or acts.

Approved February 13, 1913.

The position of weighmaster on a railway is not a sinecure at the larger stations. It means a steady grind for those engaged in the work. The Kansas City Southern Railway has eighteen track scales varying in length from 36 to 50 feet, and in weighing capacity from 100,000 pounds to 200,000 pounds. The track scales are the most up-to-date to be had and are looked after with the same care as is the machinery in the shops, by competent inspectors. The scale inspectors are kept constantly busy testing scales and supervising improvements and repairs. All weighmasters are sworn under the rules of the Western Weighing Association and must make their reports daily in detail. The cars are weighed and recorded by the weighmasters and their reports are then checked up with the way bills usually retained in the agent's or yardmaster's office.

Recently a little church was built out near the Kansas City Southern shops at Shreveport, La. A suggestive name was given to it—the Nazarene Mission Church. It was located in a district which made church work largely missionary, but was very convenient for the men in the shops. The Rev. W. Evans Burnett is pastor of the little church, and is ably assisted in the work by Mrs. Burnett. Of the church and the services, the Rev. Mr. Burnett said:

"This little mission church is supplying, partially at least, a long-felt need in the way of a convenient place for the hard-working shopmen of the Kansas City Southern to worship and send their children to the afternoon Sunday School, which, in itself, does not interfere with other Sunday schools, which have a morning session.

SOME DONT'S FOR TRAINMEN.

A long string of "Dont's" have been sent out by the general railroad safety committee. Some of them which apply to trainmen are sent out in circular form to the various railroads. Among them are "Don't step in front of, or attempt to adjust couplers on moving cars. Don't stand between the cars when making a coupling, with the improved couplers it is not intended that you should do so. Don't step on a footboard, on a pilot or tender when the engine is approaching you. Don't go under a train to make repairs or adjustments until full protection is assured. Don't place coal on tenders in such a manner that it may fall off. Don't think that because a wire is dangling that it is harmless. If necessary to remove it use two sticks. Don't wear gloves or loose clothes while working with machinery or tools. Don't touch the third rail with person or tools. If necessary to remove an object do it with a dry stick."

"You have noticed," remarked an official while talking about the suggestions for the benefit of the employees "that switchmen and trainmen will step onto a footboard or on the pilot while the engine is approaching them as they stand in the middle of the track. Well, they are not supposed to do that. If they suffered an injury they could not recover damages by law. There are other and less dangerous ways to get on a moving engine."

TAKE SAFETY TO SCHOOLS.

The Frisco Ry. has addressed to school principals in every important town in its territory a statement showing that in the years 1901 and 1910 inclusive, 103,452 trespassers were killed or injured on the railways of the United States, of which 13,000 were under the age of 14 years and 20,000 were between the ages of 14 and 21 years. The principals are requested in the interest of physical welfare of their pupils and for the educational value, to read these statistics to the children with such comments as the principals may see fit to make, and, if possible, to post these figures in conspicuous places. It is further suggested, in order to impress upon the children the injury done to the communities as well as to the individual victims and their families and the importance and value of the exercise of care, that the children be requested to write essays on "Safety-first" and particularly upon trespassing upon railroad property, either by walking on the tracks,

playing in the railroad yards, or riding moving trains. The habit of "train hopping" is particularly noticed in the statements sent out to the various schools. This habit causes the greatest number of deaths, for among boys, it is stated, it is responsible for two-thirds of the deaths among those who were killed at ages below 14 years. The habit has been opposed for years by railroad trainmen and agents and their employees, it is stated, yet no progress has been made in the matter of lessening the practice. Citations have been made where parents have sued for damages in cases where a trainman has pulled a boy from a moving train, spanked him and ordered him away from the railroads, and that every case has been made to stick, demonstrating that the law sides with the habit. One citation is made where the conductor of a freight train was sued for \$500 because he jerked a boy from a moving string of cars as he was falling, thus saving his life, but in the act the conductor injured the boys arm, it was alleged, and it was for this that the case stuck and the conductor paid the \$500. The arm was not permanently injured, however. Many citations are made in the interest of saving the life of trespassers, and it is stated that in the European countries the laws are very strict on trespassers along the railroads.

A new electric welding machine has been installed in the machine shops and will be used on engines hereafter if it proves to be a success, of which there does not seem to be any doubt. It has a high voltage and also a heavy welding capacity. It's first work was given it on welding parts of engine 807 in the round house. The machine is on wheels and can be wheeled from the machine shop to the round house with ease by two men and is said to be the only machine of its kind this side of Kansas City.

The boys in the boiler shop have concluded to borrow the big Shay engine which arrived in Kansas City recently from the Lima Locomotive works, to hunt coons with when it is not busy. This engine is one of the peculiar makes and it is said it can climb a tree or can turn around on a ten cent piece, and for that reason the boiler shop boys say it will be just the thing for coon hunting.

K. C. S. RY. AND "SAFETY FIRST."

A general service bureau, the first organization of its kind to be formed in southeast Texas and which will have for its primary object "Safety first," or the improvement of transportation facilities to lessen the danger of loss of life, was organized at a meeting of all the local representatives of the Kansas City Southern Railway at Beaumont early in January.

Mr. R. R. Sutherland, superintendent of the southern division of the Kansas City Southern Railway, presided at this meeting and placed before the assemblage the object of the meeting.

Mr. Sutherland said that this was a new venture on the part of his company and that it was merely another step towards progress and efficiency in railroading.

"The primary object of the organization," said Mr. Sutherland, "is 'safety first,' meaning safety to our patrons in lessening danger by the improvement of our facilities, but there are other objects which are of almost equal importance. In the first place, we bring together all the men in the employ of the company at this point, the heads of all the departments and their working forces as well, and establish a more friendly relationship between them to the end that they work in perfect harmony and co-operate in improving our service, both in passenger and freight traffic, and in our local offices.

"The plan of forming these bureaus at the various cities on our lines was inaugurated about a month ago and the first meeting to discuss the plan was held at Shreveport. On the last Sunday in December we met at Shreveport again and formally organized our first bureau and the meeting was a most successful one from every standpoint. The bureau we will form this afternoon will be the second one on our lines. Two more, one at Port Arthur and one at Texarkana, will comprise the number to be organized under my jurisdiction. The bureaus will meet on the second and fourth Sundays of each month. The meetings will be open for discussions in which every man present, whether an official or a clerk or brakeman, will be expected to participate and offer suggestions. In this way we will ascertain the defects in the various departments of transportation, operation and maintenance and will be enabled to alleviate conditions very materially. The public, and especially shippers, are cordially invited to attend and take part in these meetings."

ORGANIZE ELECTRICAL CLASS.

H. L. Hodson, foreman in the electrical department at Pittsburg, Kans., has taken such an interest in his men and the work of his department that he has organized a class of all of the employees under him in the electrical department to receive instructions from him in the work. The arrangement has been mutual between the foreman and the employees. The class will meet during the noon hour on Mondays, Wednesdays and Fridays of each week and is entirely under the direction of Mr. Hobson, and will include every man in his department who desires to swap his information for that of some of the other employees. It is believed that the outcome will be a better efficiency in the work turned over to the company and that the instruction and discussions during the meetings, which will continue for one hour, will be beneficial to all.

Unfair Treatment.

By Jerome Blaisdell.

The new head of the Southern Pacific special agents, Mr. J. F. Webster, has started a movement against tramps and believes that by keeping them off the S. P. Louisiana lines he will not only be benefitting the road, but the towns along the lines as well. —Railroad Record.

We wish to put this up to the employees in justice to our companies and ourselves. This condition exists, not only in Louisiana, but here as well, and has caused our companies a large loss in stolen and damaged freight, yet when these tramps are caught very few towns will prosecute them in a just manner.

Our companies pay by far the largest taxes in the three states, and yet those to whom the taxes go and benefit will not provide sufficient punishment which would to a large extent stop this practice.

The railroads would be paying more wages and creating more positions if such avoidable losses were turned into profit, and it all simmers down to one fact—that those whom the railroads help the most, financially, are those who disregard our companies' rights the most. Is this fair to us as employees who are affected by such lax treatment?

"What is Bliggin's grievance against the railroad company?"

"He has two grievances: one is that some of the trains don't stop at his station, and the other that after he gets on board the train loses time by stopping at other stations."—Washington Star.

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Two hundred bushels of potatoes,
Three-fourths to one and one-half bales of cotton,
One and one-half to three tons of hay.
Five to seven tons of alfalfa per acre.

and most of the uplands produce two-thirds of this yield.

Little River County won the first prize on cotton and the first prize of alfalfa at the World's Fair in St. Louis in 1904, and the first prize on corn at the Boys' Corn Club Exhibits, Arkansas State Fair, 1909.

An unexcelled stock country with a natural pasturage lasting more than nine months in the year and a soil capable of producing enormous quantities of forage of every kind. A country free from stock diseases, and in which alfalfa is green all the year round; green switch cane keeps stock fat all winter, and where winter soiling crops can be easily and profitably grown; where the winter climate is so mild that but little extra feeding and shelter are required. There is no section of country where hogs, cattle, sheep, horses and mules can be raised more cheaply than here. The water supply is very abundant, pure and of excellent quality, and the thousands of acres of alfalfa, grasses, forage and grain available here make dairying, hog raising and poultry very profitable.

Little River County, Ark., has within its borders the valleys of Red River, Little River and their numerous tributaries, and more than half of its area is good bottom or second bottom land. Three railways traverse the county, and no tract is more than ten miles from a railroad, and with the extension of the M. D. & G. Railway westward no tract will be more than six miles distant. Nearly every acre in this county is tillable land, and there are no rocky or hilly lands in the county.

Splendid little towns are scattered throughout the county, and there are good schools and churches in every neighborhood. Public health is good. Improvements cost less than one-third of what they do in other localities, because building material is very cheap. Our taxes are extremely low, and lands of the best quality can be had at prices ranging from \$10 to \$35 per acre, some lands cheaper.

Ashdown, the County Seat and largest town, is located near the center, has over 3,000 inhabitants, and is a pleasant place to live in. It is reached from all parts of the county by good public roads. It has three trunk lines of railway, the Kansas City Southern, the St. Louis & San Francisco, and the Memphis, Dallas & Gulf Railways, which afford splendid transportation facilities. There are in Ashdown a cotton oil mill, a stove mill, flour mill, two wholesale grocery houses, two banks, two good hardware, furniture and implement houses, a number of dry goods and grocery firms, a \$40,000 court house, a \$20,000 school building, a \$40,000 brick hotel, three fine churches and numerous other buildings. About six new dwellings and one or two brick business buildings are erected each month, indicating a steady growth.

Write us for further information in detail.

SOUTHERN REALTY and TRUST COMPANY

W. L. PERKINS, Manager ASHDOWN, ARK.

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